

**THE RAILWAY GAZETTE**

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## BRITISH TRANSPORT DIRECTORY OF OFFICIALS

For reference purposes "The Railway Gazette" has compiled a list of members of the Ministry of Transport, the British Transport Commission, the Railway Executive, the London Transport Executive, the Road Transport Executive, the Docks & Inland Waterways Executive, and the Hotels Executive, together with their principal officers, so far as they have been announced.

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THE RAILWAY GAZETTE

33, TOTHILL STREET, WESTMINSTER, S.W.1

## Railway Labour Disputes

WHEN we closed for press the two major labour disputes in the railway industry were still unsettled. On the general claim of the N.U.R. for higher pay, arrangements had been made for negotiations to be re-opened yesterday (Thursday), but some depots were still continuing their "go slow" policy. There was a minor improvement inasmuch as the workers at Nine Elms Depot, Southern Region, had decided to revert to normal working. On the vexed question of lodging turns, further meetings were being held between the Railway Executive and the unions. Representatives of the men had an interview with the Minister of Labour on Wednesday, in the course of which it was understood that the Minister had put clearly to the union officials the desirability of steps being taken to ensure that the footplate crews affected should adhere to agreements reached by their leaders. Subsequently, union representatives had further discussions with the Railway Executive. A summary of the position during the past week in the two disputes is given elsewhere in this issue. The Railway Executive earlier in the week had offered to consider the whole question of lodging turns with the union concerned, but the position was made more difficult by motive power staff in certain areas ignoring requests by their own leaders to carry on, pending discussions. The result of such action can result only in weakening negotiating machinery which has been built up laboriously over many years, and which had achieved a very high reputation in industrial conciliation. The effects of the refusal to work on Sundays have been considerable. In an editorial article we review the summer train services announced by the Railway Executive. In this no account has been taken of changes made necessary by unauthorised stoppages.

## Rail Union Demand for Workers' Control

Despite the lack of encouragement which the Government has given lately to workers' hopes of increased powers for labour in running nationalised industries, the matter was raised forcibly at the Labour Party Conference last weekend. Mr. J. B. Figgins, General Secretary of the National Union of Railwaymen, used strong language in pressing his demand for what he called "a real share" in the running of the State railways. He declared that, even if it were necessary to have a head-on collision, either locally or nationally, the men were no longer going to remain subordinate in railway administration. As workers in the industry, they knew all that was necessary to make it efficient. Under national ownership it had become a practical proposition for the men to have a real share in management and control. He also suggested that an Appointments Board should be set up on which the union would be represented. Mr. Figgins's speech was not in the least helpful to industrial peace at the present time. He did not, however, press a resolution calling for "concrete proposals" to give the workers an effective share in the control of nationalised industries.

## Overseas Reaction to State Control of Industry

During recent months there have been various rumours regarding the future of Imperial Chemical Industries Limited, and at the recent annual general meeting, the Chairman, Lord McGowan, told the shareholders that any attempt to nationalise I.C.I. would be opposed by every member of the board. Many people think of the nationalisation of a large industrial concern merely as a domestic affair, and fail to realise what repercussions action of this kind may have on our markets abroad. Lord McGowan recently has travelled widely in South America and other countries, and, from what he has heard, has formed the opinion that the nationalisation of I.C.I. would be regarded by those with whom the company does business and with whom it is engaged in joint manufacturing enterprises, as a grave mistake in British commercial policy. Such a step would loosen the bond of goodwill which in the past had been of great benefit both to the company and to the country as a whole. There would be difficulties in maintaining exports, with a consequent loss of earning power, and countries which now bought their chemicals from the United Kingdom would be encouraged to erect plants of their own, though not necessarily

with British capital. Moreover, veiled threats of State control, even if they were not carried out, had a most unsettling effect on present and potential staff.

### British Exports to Canada

Mr. Harold Wilson, President of the Board of Trade, held a press conference on June 3 on his return from a three weeks' tour of Canada, which he made to learn at first hand what are the prospects for increasing British exports to the Dominion. He covered 15,000 miles, made 23 speeches, gave 14 press conferences, and had 75 interviews. Mr. Wilson stressed that the British exporter must go to Canada and find out what was wanted. Advertising British goods in Canada was useless unless it was specific; advertisements must state how or where the commodity can be obtained. Engineering equipment offered the greatest scope for increasing exports, and he listed particularly oilfield, electrical, irrigation and agricultural machinery, and machine tools. Delivery and servicing arrangements were essential. Among technical publishers he found a great desire for greater exchange of information with this country. Manufacturers should give their exports to Canada more priority, even at some sacrifice of profit, and where it meant more trouble. Mr. Wilson did not accept that, in general, our prices were too high, but it would be possible for our selling prices in Canada to be lower without violating Canadian anti-dumping laws.

### Overseas Railway Traffic

At the end of April, although Canadian Pacific Railway aggregate gross earnings were £2,654,000 above those for the equivalent period of last year, net earnings were down by £258,750, at £406,000. Gross earnings, for the month, which amounted to £7,534,250, advanced by £654,250, and compared with a £658,750 increase in working expenses at £7,208,000. Substantial declines in United of Havana traffic continued in the fortnight ended May 28, when receipts fell by \$362,103 to \$475,019. Persistent decreases in traffic have resulted in an aggregate drop of \$4,589,815, with the total for 47 weeks at \$13,287,073. Gold Coast traffic for April, the first month of the current financial year, were £1,140 higher, at £225,932, and South African Railways receipts advanced by £199,156, to £1,509,309 during the week ended June 7. There was a \$12,994 setback in La Guaira & Caracas receipts during May, but on the aggregate the position this year still is \$31,948 better than 1948, at \$555,929.

### Recent Indian Railway History

One of the most enjoyable annual Indian State Railways dinners took place on May 30, and is described elsewhere in this issue. There was only one speech of any length, and in it Mr. Hood gave his views on recent developments in India, as one of the last members of the Railway Board to return to this country. From his remarks it is clear that the Indian railways have come through a series of most difficult times with remarkable success. He points out that their ability to withstand the storms is largely due to the sound foundations laid by both British and Indian staff during the past century. All was going well until the administrations were suddenly faced with the revolutionary changes demanded by the abrupt order giving independence to the two Dominions, and the trials and tribulations subsequently involved are clearly depicted by Mr. Hood. His speech brings home to one many aspects of the great changes that have occurred, and emphasises the multifarious difficulties encountered, stage by stage, since the summer of 1947, difficulties shared in varying degree by every man on every railway in the Peninsula.

### Old Oak Common Hostel, Western Region

The current dispute between the Railway Executive and some engine crews on the system of lodging terms in operation on British Railways lends topicality to the descriptions and illustrations, published elsewhere in this issue, of one of the latest hostels provided for engine men who have to stay away from their home areas. This hostel was opened on March 16 last, and some brief details were given in our March 25 issue. The scheme was inaugurated by the directors of the former Great

Western Railway Company, and would have been opened much earlier but for delays in getting the necessary permits and supplies. This hostel is the largest and most up-to-date installation of its kind in the country. It provides accommodation for 276 residents, and living quarters for a manager and matron and domestic staff of 23. About 2,000 meals are served daily. As will be seen from the illustrations, a very high standard of comfort and amenity is provided. In the Western Region alone there are 17 residential hostels. The first was provided at Didcot in 1944. It was during the war that the acute shortage of housing resulted in difficulty in finding lodgings for train crews transferred from their homes to meet traffic demands, and it was decided to provide hostels at many centres to house the men satisfactorily.

### Developments in Concrete Sleeper Design

Reinforced concrete sleepers were introduced in the years following the end of the first world war, as an expedient to overcome a serious shortage of other materials. Since that time, extensive experiments have been carried out in several countries, but the results have not proved entirely satisfactory. From the technical point of view, considerable progress has been achieved, particularly with pre-stressing of the reinforcement; but economically concrete sleepers have not become an attractive proposition, except in abnormal circumstances, when the materials normally used are in short supply. Their excessive weight is a permanent disadvantage, and the present high cost of production is an additional deterrent to their use, although it is possible that the cost might be reduced with extensive user. Recent developments in the design and use of concrete sleepers formed the subject of reports presented to the enlarged meeting of the Permanent Commission of the International Railway Congress Association in Lisbon by Mr. V. A. M. Robertson, Chief Civil Engineer, Southern Region, British Railways, and M. Gonon, Chief Engineer, Way & Works, Northern Region, French National Railways. A summary of these reports appears elsewhere in this issue.

### L.M.R. Diesel on Euston-Glasgow Run

On June 1 the L.M.R. twin-unit diesel-electric locomotive (10000 and 10001) hauled the "Royal Scot" from London Euston to Glasgow Central non-stop. This demonstration run of 401½ miles, with a 16-coach train, weighing 520 tons tare, was made very comfortably on time, and represents the longest non-stop run yet made in Great Britain with diesel traction. The main purpose of the venture, further details of which are given in other pages, was to prove the capability of this 3,200-b.h.p. locomotive for sustained running; no attempt was made to attain exceptionally high speeds. The maximum speed during the run was 73½ m.p.h. Already three diesel-electric locomotives having similar power equipment are under construction for the Southern Region, and an experimental unit, with mechanical transmission, is also to be built for main-line service. These experiments, which British Railways are undertaking in collaboration with the locomotive builders, will enable opinion to be formed as to what is in practice the most satisfactory form of motive power for conditions obtaining in this country, and, equally important, provide a testing and proving ground for the manufacturer and a shop-window for the export trade.

### Diesel-Steam Comparisons

Some interesting comparisons are possible between the performance of the above diesel-electric locomotive and previous runs by L.M.S.R. Pacifics against which the diesels are under trial. The diesel locomotive achieved a record start out of Euston, without assistance, by passing Camden No. 1 box in 2 min. 32 sec. and Willesden Junction in 8 min. 13 sec. with a trailing load of 545 tons; the nearest Pacific approach on record to these figures was probably on the inaugural run of L.M.S.R. No. 6200, *The Princess Royal*, when, with 505 tons, the corresponding times were 3 min. 8 sec. and 8 min. 47 sec. The most exceptional Pacific climbs made to Shap and Beattock summits were on a special test of Pacific No. 6234, *Duchess of Abercorn*, on February 26, 1939, when a gross load of 610 tons was worked over the 31.4 miles from Carnforth to Shap Summit

in 33 min. 20 sec., and up the 10.0 miles from Beattock to Beattock Summit in 16 min. 30 sec.; the diesels had two checks on the former length, which increased their time to 41 min. 12 sec., but they completed the Beattock climb in 16 min. 25 sec. It may be noted that on the final 1 in 75 of both inclines the diesel speed was higher—32½ against 30 m.p.h. on Shap and 31 against 29 m.p.h. on Beattock. Over several sections, also, the diesels were making faster point-to-point times with 520 tare tons of train than required of the Pacifics with a maximum of 420 tare tons to maintain the 7-hr. "Royal Scot" schedule from Euston to Glasgow in 1939.

### A Record Electric Run in France

The remarkable run made by the new Co-Co electric locomotive of the French National Railways, described in this issue, includes what is almost certainly a speed record for an electric locomotive, although it has been exceeded by electric railcars, notably on the pre-war Rome-Milan service. The well-aligned line of the former Paris-Orleans Railway between Paris and Bordeaux, which was covered at an average speed of 81 m.p.h. with a top speed of 105.6 m.p.h., has long been one of the chief European high-speed routes with steam and, later, electric haulage. The new machine, the prototype of that adopted for the Paris-Lyons line, is another proof that the ingenuity of French motive power designers and, indeed, of the whole technical side of the French National Railways has never stood higher than today. Whatever the justice of the faults attributed to the administration of the S.N.C.F., it is clear that the engineering departments are well managed, and staffed by men of vision who are allowed full exercise of their inventive genius. There is a refreshing readiness to try out new ideas and a lack of the hidebound attitude sometimes found in a centralised railway system. This is further shown in the latest product of M. Chapelon, a twelve-coupled steam locomotive incorporating many interesting features, which we hope to describe in a subsequent issue.

### The Summer Train Services

**BRITISH RAILWAYS'** "new summer train services," as the posters term them, operate this year from May 23 to September 25, and the six regional timetables cost 5s. instead of 2s. 3d. There are several features of unusual interest. The use of the "West Highland" line between Glasgow and Crianlarich for a Glasgow and Oban service, which shortens the distance by about 20 miles and reduces the journey time to 3½ hr. on the homeward run, is an improvement long advocated in the north, and the regular-interval service, commencing on July 4, from Marylebone to West Ruislip, High Wycombe, and Princes Risborough, which was advocated in an article on "London Outer Area Train Services," published in our issue of May 21, 1948, is very welcome.

We are glad to see the Kings Cross and Edinburgh non-stop (the "Capitals Limited") starting from London at 9.30 a.m., well in advance of the 10 a.m. group of expresses, the 10.20 a.m. from Euston to Manchester brought forward to 9.45, which gives business men a full afternoon for work in Manchester, and the very generous provisions in the Western Region timetable for Saturday morning traffic from London. We noticed, too, in one of the preliminary press paragraphs on the summer service, a remark by the Chairman of the Railway Executive on the re-timing of many main-line expresses "in response to suggestions by the public," which seems to strike a new note, and may well be a beginning of a real revision of timetables to meet the altered conditions of today, to which we referred in our series of articles on "Shorter Trains and More of Them."

#### WESTERN REGION

Turning to the six Regional books, the principal changes on the Western Region are in the Paddington and South Wales service, where a 9.55 a.m. from London, which ran in the summer of 1927, re-appears, and the 8.55 terminates at Carmarthen. The 3.55 p.m. is duplicated, with a new daily departure at 3.45, reaching Swansea in 4 hr. 11 min. against a previous best time of 4 hr. 25 min. In the up direction, an additional 10.50 a.m. from Swansea cuts the time from Pem-

broke Dock to London by 30 min., and some non-stops in 66 to 70 min. are re-introduced between Cardiff and Swansea. A minor alteration, urged in our correspondence columns, is the extension from Gloucester to Birmingham of the 7 p.m. from Cardiff, which is balanced by a late service from Birmingham at 7 p.m., due in Cardiff at 10.37. The last of the missing cross-country trains—the Newcastle and Swansea service—is restored, taking the route from Banbury via Oxford, Swindon, and the Badminton line, which it followed from its post-war re-instatement on October 7, 1946, until it was cancelled among the coal-crisis withdrawals early in 1947; but it now runs from and to York only.

In the Paddington and Bristol service, the 12 noon up train, hitherto a 2 hr. 20 min. service calling at Bath, reverts to its old 11.45 departure, and runs non-stop via Badminton in 2¼ hr., but there is still no express from Bristol later than the 4.15 p.m. The West of England services via Lavington, were considerably improved last autumn, and are not now materially altered, save at weekends. But on Saturday mornings there will now be five services to the West leaving Paddington before 9 a.m., most of them making outer-suburban pick-up stops. We believe that similar provision at other termini—Euston and Kings Cross in particular—would improve Saturday punctuality and add to passengers' comfort by spreading the traffic, and that set-down stops outside London by up trains on Saturday afternoon and evening, would greatly ease terminal congestion.

In the Birmingham and North services, where 2¼ hr. remains the best time between Paddington and Snow Hill, there is a new 10.10 a.m. to Birmingham in 2 hr. 20 min., which becomes an Aberystwyth and Barmouth service on Saturdays, carrying through carriages to Stratford-on-Avon—another of the improvements urged in our correspondence columns. It is balanced by a 7.50 p.m. up from Birmingham, which reaches Paddington in 2 hr. 20 min. and supersedes the 3½ hr. service via Oxford given at 7.55 from Snow Hill, and the through carriages from Stratford return on the 4.50 p.m. from Birmingham, altered to leave at 4.45 to admit of a Leamington stop.

#### SOUTHERN REGION

Among the Southern Region's steam services, we note especially the acceleration of the 7.30 a.m. from Exeter, now due at Waterloo at 11.8 instead of 11.46, and booked to run from Exeter to Yeovil Junction in 61 min. with stops at Sidmouth Junction and Axminster, and from Andover to Waterloo in 69 min. On the Kent Coast line, there are two new fast services from Victoria at 10.10 a.m. and 3.20 p.m. (the latter non-stop to Westgate in 95 min.). The re-appearance of the "Thanet Belle" Pullman, on last summer's schedule, makes the 5.5 p.m. up from Ramsgate, which ran through the winter as an ordinary service, once more a train of Pullmans only; but the 5.25 slow from Ramsgate to Faversham is extended to Victoria in compensation, arriving at 7.45, and there is a new 10.10 a.m. up from Ramsgate to balance the 3.20 down.

The hourly sequence of fast trains to Bournemouth is not greatly altered save on Saturdays, when the service now commences at 7 a.m., and there are early Saturday morning departures to the West of England at 7.36, 7.40, and 7.50, as well as the usual duplicates of the 9 a.m. from Waterloo. The Portsmouth line has a more liberal Saturday service of electrics than ever, as in addition to the 15 and 45 min. past the hour departures, there are a number of non-stops to Portsmouth and Southsea at 10 min. past the hour, taking 93 to 97 min. on the journey.

#### EAST COAST SERVICES

East Coast Anglo-Scottish services still suffer from the damage done to the main-line last autumn, and, as the time now allowed between Dunbar and Berwick is still 60 to 65 min. as against about 40 min. a year ago, the 8 hr. non-stop schedule of the "Capitals Limited" is quite as good as the 1948 7 hr. 50 min. of the non-stop "Flying Scotsman," which now takes 8 hr. 28 min. to Edinburgh with three stops. A third train follows at 10.5 from Kings Cross, for Glasgow; and London and Newcastle trains, serving Darlington and advertised non-stop between Kings Cross and York, precede the "Flying Scotsman" in each direction, leaving London at 9.40 a.m. and New-



castle at 12.20 p.m. The afternoon train, at 1.15 p.m. from Kings Cross, takes 8 hr. 31 min. to Edinburgh with four stops. Up day trains leave Waverley at 9.45 and 10 a.m., taking 8 hr. and 8 hr. 28 min. to London, followed at 10.15 by the 8.35 from Glasgow, and the 1.25 p.m. from Edinburgh is allowed 8 hr. 42 min. with five stops.

#### WEST COAST SERVICES

From Euston, the "Royal Scot" is advertised non-stop in 8 hr. 25 min. to Glasgow, but actually has a Carlisle (Kingmoor) halt from 4.11 to 4.16, and its up schedule is 8 hr. 20 min. The afternoon West Coast trains take 8½ hr. down and 9 hr. up, with a stop restored at Watford in the latter case. The down "Royal Scot" is still preceded by the 11 a.m. from Birmingham to Glasgow, due at 6.15, and followed by a 10.10 from Euston to Glasgow, serving the road and carrying a Birmingham to Edinburgh portion (leaving New Street at 11.15) between Crewe and Symington, and the Perth service now leaves Euston at 10.20. It seems a pity that the "Royal Scot" could not have been lifted clear ahead of the Birmingham train from Crewe and commenced its run at 9.30 from each end, which would have been on all fours with the East Coast arrangements.

#### OLD "GREAT NORTHERN"

The principal alterations on the old "Great Northern" line are in the London and Yorkshire services. The 8.50 a.m. from Kings Cross becomes the "White Rose" at 9.15, non-stop to Doncaster, and is preceded at 8.30 by a semi-fast to Hull and York; the "Yorkshire Pullman" is put back from 4.45 to 5.30, and a "West Riding" express leaves Kings Cross at 3.45 p.m., first stop Wakefield in 3 hr. 37 min.; these three trains, with the "Queen of Scots" Pullman still reaching Leeds in 3 hr. 54 min. in spite of decelerations generally between London and Doncaster, make the average time of nine expresses from Kings Cross to Leeds 4 hr. 19 min. The "White Rose" works up from Leeds as the 5.15 p.m., making all the usual stops, but the 7.50 a.m. from Leeds is duplicated, the first portion running non-stop from Doncaster, as the "West Riding," and getting to Kings Cross at 11.55, with a road train following at 8.15 from Leeds in 4 hr. 25 min., and the up "Yorkshire Pullman" leaves Leeds at 10.40 instead of 11.20, so increasing the turn-round margin at Kings Cross from 1½ to 2½ hours. The "Tees-Tyne Pullman," leaving London at 4.45 instead of 5.30 p.m. and Newcastle at 9.15 instead of 9 a.m., now makes a 5 hr. run in each direction. On the North Eastern Region, which is now responsible for some of the fastest running in the country and for a considerable amount of time-recovery, the number of 45 min. runs from Darlington to York has jumped up from 5 to 7 daily, and there are some 46 min. start-to-stop timings in the opposite direction.

#### OLD "GREAT EASTERN"

On the "Great Eastern" section, where the "Fenman" from Hunstanton to Liverpool Street and back, with through carriages from Bury St. Edmunds, has already been noticed, the "Norfolkman" is extended from Norwich to Cromer, giving a London and Cromer best time of 3 hr. 20 min., and there are some slight quickenings on the Colchester main line, including a 91 min. schedule from Liverpool Street to Ipswich with a stop at Colchester, which is almost as fast as the 85 min. booking of the "Norfolkman" and "East Anglian."

#### OLD "GREAT CENTRAL"

The "South Yorkshireman," at 4.50 p.m. from Marylebone to Bradford, is accelerated 14 min. to Sheffield (reached in 3 hr. 36 min. against the "Midland" route's best time of 3 hr. 38 min.), but the principal alteration, on the "Great Central" Section, is in the up service from Manchester. Here the 2.20 p.m. from Manchester London Road—a long established and popular train—has been put forward to 11.30 a.m., and is due in Marylebone at 4.25 p.m. with one extra stop, at Aylesbury. The alteration seems of dubious value commercially, for the midday services were already adequate, and the old "Great Central" train at 11.25 a.m. from Manchester loaded very poorly indeed. The new 11.30 may, perhaps,

benefit by the absence of the Midland's noon service from Manchester, and it will certainly fill a gap, from 1.4 to 4.15 p.m., with no fast train from Leicester to London, but the interval from 4.25 to 9.34 p.m., with no express arriving at Marylebone, seems more serious than the previous gap from 3.10 to 7.15 p.m. An alteration in the Midlands of some interest is the running of a fast train daily from Leicester Belgrave Road to Grantham at 10.25 a.m., returning from Grantham at 1 p.m. to Leicester, serving Melton Mowbray and the outskirts of Leicester, and making the 40 miles run in 1½ hours.

#### LONDON MIDLAND REGION

The London Midland book, still including principal main-line services in Scotland which used to be part of the L.M.S.R., as well as the Carlisle and Edinburgh Waverley tables (though the Eastern Region book no longer gives the main-line trains between York and Newcastle), reveals few important changes. The 12.5 p.m. from Manchester to Euston, which hitherto left at 11.55 *via* Crewe, reverts to its old route *via* Stoke and gains 40 min. to London, and there is a re-arrangement of the 12.5 and 12.15 p.m. down from Euston. A Liverpool train now leaves at 11.50—making the Liverpool departures 10.30, 11.50, and 2.30—the 12.5 becomes a Barrow and Morecambe service, preceded on Mondays, Fridays, and Saturdays by an 11.57 departure for Windermere and Keswick, and the 12.15 Manchester train leaves at 12.30, so that departures for Manchester are now at 9.45, 12.30, and 2.45 from Euston, helped out a little by the 10.15 and 2.15 from St. Pancras. Midland division alterations are almost all confined to weekend trains. There are no improvements and practically no alterations in the services between Euston and Birmingham New Street.

#### SCOTTISH REGION

There are few novelties in the Scottish Region's book apart from the new service between Glasgow Queen Street and Oban, which is worked through by ex-L.N.E.R. "B1" engine and carriages, with Oban men in charge from Crianlarich Junction, and takes 3 hr. 44 min. on the outward and 3 hr. 31 min. on the return journey compared with a previous best daily time, from and to Buchanan Street *via* Stirling, of 4 hr. 21 min. and 4 hr. 10 min.; and a new train in July and August from Kyle of Lochalsh at 5 a.m. to Inverness in 2 hr. 58 min., which calls only at Achnasheen and Dingwall and enables passengers off the Stornoway boat to catch the 8.20 a.m. from Inverness to the South. A new daily train runs from July at 9.30 a.m. from Edinburgh Waverley to Inverness, on the lines suggested in our article on "Shorter Trains and More of Them" in Scotland, and is balanced by a duplication of the 11 a.m. from Inverness to the South, but 1.45 p.m. is still the last connection from Glasgow for the old Highland line beyond Blair Atholl. The 4.15 p.m. from Inverness to Helmsdale runs forward to Wick, taking 6 hr. 2 min. for 161½ miles, covered in old days in less than 4½ hr., and the summer return service from Wick leaves at 9.45 instead of 10.10 a.m., but both these services, as well as the 5 a.m. from Kyle and 8.20 a.m. from Inverness to Perth, are still without restaurant facilities. The daily services between Edinburgh Waverley and Glasgow Buchanan Street and Aberdeen are not materially changed, though the 8.30 p.m. "Postal" from Euston is again advertised to carry passengers from Perth to Aberdeen on its 96 min. run at 6.39 a.m., and so gives a very valuable Aberdeen connection off the 7.30 p.m. from Euston. The "Fife Coast Express" between Glasgow Queen Street and St. Andrews, which has really been running since January last, and the revival of old "Caledonian" names for some of the Glasgow and Aberdeen expresses, have already been noticed.

Saturday holiday services all over Scotland are again liberal and fast. Many "Saturdays only" timings, such as the 3 hr. 31 min. run of the 8.35 a.m. from Glasgow to Aberdeen, with three stops, and an 84 min. non-stop timing from Buchanan Street to Perth, and the 8 a.m. from Glasgow to Oban in 3 hr. 37 min., compare very favourably with the daily trains, which average 4 hr. and 4 hr. 32 min. for these particular services. Edinburgh Waverley to Aberdeen on Saturdays in 3 hr. 43 min. and 3 hr. 37 min. is almost as good as the daily services, which average 3 hr. 37 min., and even the Edinburgh-Aberdeen continuation of the "Capitals Limited" is



allowed 3 hr. 35 min. down and 3 hr. 33 min. up. There are a few innovations among the "Saturdays only" services—through trains to the Ayr holiday district from Newcastle and Manchester, and from Edinburgh Princes Street, serving Motherwell and Hamilton, and there is a Glasgow Buchanan Street to Elgin through train via Aberdeen and the "Great North" in 6½ hours.

Acceleration, generally, was not to be expected, but there are some valuable quickenings, such as that of the 1 a.m. from Kings Cross to Edinburgh, which saves 25 min. in running between Retford and Edinburgh, and, by arriving at 9.45 instead of 10.6 a.m., once more connects with the 10 a.m. to Aberdeen and 10.10 to Perth and the Highland line. The 4 p.m. from Glasgow Queen Street to Leeds finishes its journey at 10.46 instead of 11.2, 16 min. being taken out of the running between Berwick and Leeds, and the balancing train, at 8.48 instead of 8.40 a.m. from Leeds, is due in Edinburgh at 1.50 instead of 1.56 p.m. On the old Caledonian line, there are some 77 min. timings from Carstairs to Carlisle (73½ miles) and a 69 min. run to Carlisle from Symington, almost 67 miles.

#### BROKEN CONNECTIONS

In spite of a marked improvement, generally, in punctuality, there are a number of broken connections, especially in Scotland, which should now be restored, and some gaps in the through services which should be filled up. Among the former, the 10.50 p.m. from Euston still arrives at Perth at 9.30 a.m., just missing the 9.20 and 9.25 departures to Aberdeen and the Highland line; expresses from the old Midland Division over the Waverley route from Carlisle are timed into Edinburgh at 4.20 and 7.19 p.m. to miss the 4.15 and 7.15 departures to Dundee and Aberdeen; and at Crewe we still have the spectacle of the 1 p.m. from Euston to Glasgow advertised to leave at 4.14 with West of England trains arriving at 4.15 and 4.23 p.m., and the 8.55 a.m. from Perth to Euston (now due in London at 8 p.m. instead of 7.35, though it reaches Preston at 2.51 instead of 2.54) missing its long established connections at Crewe for Birmingham and the West of England. In Scotland the most glaring "gap" is probably the lack of an early morning train from Edinburgh to Perth to link up the East Coast night expresses with the Highland mail, and the 8.20 a.m. from Inverness (due in Perth at 11.55) should now be able to connect with the 1.25 p.m. from Edinburgh to the South, instead of with the 2.30 semi-fast to Newcastle.

Reference has been made elsewhere to the greatly extended facilities for seat reservation (still at the old 1s. charge) and to the additional sleeping and restaurant cars. Among the last-named, we note the provision of a car between Derby and Newcastle on the 8 a.m. from Birmingham to Newcastle and 4.5 return train, on the 3.50 p.m. (commencing in July) from Perth to Inverness, and on the 11.57 a.m. from Euston to Windermere, which now makes a non-stop run to Wigan.

### The Chicago Terminal Problem

THE urgent need for various street improvements in Chicago, such as the Congress Street expressway, is tending to force an early decision with regard to future railway passenger and freight terminals south of Van Buren Street. There are at present four passenger terminals in the city, used by 17 lines of railway, and the freight terminal problem is even more complicated. By comparison, the area considered for the earlier Union Station project was only about one-fifth the size of that which has now had to be studied, yet it took eight years, 1906-14, for the four railways concerned to reach agreement on the subject. Moreover, the present problem is complicated by the fact that the railways are no longer in a position to meet the costs of street diversions and similar public facilities.

In 1944, a public authority was proposed to deal with all forms of traffic. It was to be a publicly-owned business enterprise, with powers to issue bonds, and to construct rail, bus, lorry, and air terminals. From a statement by the Mayor, it would seem that the City Authority is indifferent as to whether the scheme is undertaken by the railways, by a public authority, or by a body with the railways as members, pro-

vided satisfactory results are achieved in the minimum of time.

Meanwhile, on the technical side, the railways concerned—as represented by the terminal committee composed of their officials—elected an engineering sub-committee, under the chairmanship of Mr. R. E. Dougherty, Vice-President & Chief Engineer of the New York Central System. After much careful study of the whole problem, this sub-committee prepared three plans for passenger terminal unification, and it now seems likely that the State legislature will appoint a public authority to make the final decision and be responsible for carrying out the work.

### British Transport Commission Traffic Receipts

BRITISH Transport Commission receipts for the four weeks to May 22 show a further overall decline. Total takings are returned at £29,396,000 as compared with £30,242,000 for the similar period a year ago. On the other hand there was a rise of £223,000 on the last four weeks as compared with the previous similar period immediately preceding it.

British Railways total takings were £24,713,000 in the four weeks ended May 22, against £25,524,000 a year earlier. The greatest decline again was shown in passenger takings, which were £7,954,000 against £9,527,000 last year. Parcels by passenger train were down by £14,000 at £2,272,000. There was a small improvement in revenue from merchandise and livestock carriage, which yielded £6,798,000 as compared with £6,475,000 in the like period of 1948. Mineral traffic put on £5,000 in the period this year to £2,279,000, and coal and coke returned a gross revenue of £5,410,000 compared with £4,962,000.

London Transport receipts were down £60,000 at £4,520,000, but Inland Waterways did rather better than a year ago; at £163,000, takings were up £25,000.

	Four weeks to May 22		Incr. or decr.	Aggregate to May 22		Incr. or decr.
	1949	1948		1949	1948	
<b>British Railways—</b>	£000	£000	£000	£000	£000	
Passengers ... ..	7,954	9,527	- 1,573	37,075	42,136	- 5,061
Parcels, etc., by passen- ger train ... ..	2,272	2,286	- 14	10,642	10,877	- 235
Merchandise & livestock ...	6,798	6,475	+ 323	32,839	33,808	- 969
Minerals ... ..	2,279	2,274	+ 5	11,654	11,071	+ 583
Coal & coke ... ..	5,410	4,962	+ 448	26,594	25,201	+ 1,393
	24,713	25,524	- 811	118,804	123,093	- 4,289
<b>London Transport—</b>						
Railways ... ..	1,135	1,141	- 6	5,609	5,659	- 50
Buses & coaches ... ..	2,507	2,537	- 30	11,815	11,922	- 107
Trams & trolleybuses ...	878	902	- 24	4,192	4,310	- 118
	4,520	4,580	- 60	21,616	21,891	- 275
<b>Inland Waterways—</b>						
Tolls ... ..	62	62	—	294	287	+ 7
Freight charges, etc. ...	101	76	+ 25	480	397	+ 83
	163	138	+ 25	774	684	+ 90
<b>Total ... ..</b>	<b>29,396</b>	<b>30,242</b>	<b>- 846</b>	<b>141,194</b>	<b>145,668</b>	<b>- 4,474</b>

For the twenty weeks of the year British Transport Commission total gross traffic receipts are now £4,474,000 less than they were a year ago. Revenue from British Railways is only £118,804,000 as compared with £123,093,000, a drop of £4,289,000, of which railway passenger receipts have fallen by £5,061,000 to £37,075,000, but coal and coke receipts at £26,594,000 are up by £1,393,000. London Transport receipts show little change on balance, but on the whole are lower by £275,000. Inland Waterways, on the other hand, show an increase of revenue of £90,000.

**BABCOCK & WILCOX PROFITS INCREASE.**—Consolidated profits for 1948 of Babcock & Wilcox Limited amounted to £1,750,444, after allowing for general expenses, against £1,157,459 in 1947. After providing £890,750 for taxation a consolidated net profit of £859,694 remained. A final ordinary dividend of 7 per cent., plus a bonus of 3 per cent., again makes a total distribution of 15 per cent., leaving £199,267 to be carried forward, of which £35,029 is retained by the subsidiary companies.

## LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

### Standardisation in Railway Drawing Offices

May 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—May I be allowed space in your journal to make a plea, on behalf of railway draughtsmen—and it is not about wages, or conditions of employment—to those with power to make the necessary orders?

Is it not time that all railway drawing offices be compelled to adopt British Standards throughout for size and layout of drawings, and above all for symbols used thereon?

This latter is of particular significance in the signal engineering profession. From past issues of your journal it may be seen that there are at least two other codes of symbols for plans in use, in addition to the correct standard, and this causes untold trouble when plans are passed between Regions or from Regions to London Transport, as plans and circuits have to be "transcribed" before the draughtsman can start on the work in question.

Will you be good enough to use your powerful journal to urge the British Transport Commission to compel all offices in the Engineering Sections, especially Signalling and Mechanical, to adopt the British Standards throughout?

HARASSED DRAUGHTSMAN

### Tube Track

35, West Lodge Avenue,  
Acton Hill, London, W.3. May 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I find it difficult to believe that your correspondent "Aella," whose letter you publish in your May 6 issue under the above heading, intends his comments to be treated as honest criticism. He would have done well to make at least passing reference to the difficulties of maintaining the permanent way which he criticises. Comparison between the tubes and the main lines is unfortunate; problems of track maintenance are as different as are the types of traffic carried.

Only on the open sections of London Transport line can daytime maintenance be carried out, and that only under the most adverse conditions—in the presence of live current rails, and between the very frequent passage of trains. On all tunnel sections of line maintenance can be carried out only during the short period (often as short as three hours) during which electric trains are not running.

I completely fail to see how, in the rather vague words of your correspondent, "the situation lends itself to good alignment," and would in conclusion suggest that the exaggerated complaints "Aella" makes are, in the circumstances, quite unjustifiable.

Yours faithfully,

C. MCK, CRAY

### Passenger Fares

57, Devonshire Road,  
Sherwood,  
Nottingham. April 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have followed with interest the recent correspondence regarding railway fares, and it seems that many of the suggestions put forward would have the effect of increasing the complexity of the present system. To my mind the best method of increasing revenue is to get more custom, not to get more money from each traveller. This means without doubt the lowering of existing fares.

I do not suggest the increased use of cheap day and half-day tickets. In fact these should be abolished. It matters little to the railways whether a traveller returns the same day or six months later, except in the case of a specially run excursion. The railways require regular travellers at present crowding the buses, rather than day trippers.

To summarise, therefore, I would suggest the following principles:—

(a) A standard single fare approximately equal to existing bus fares. Workmen's and season tickets could be slightly increased from the present rates.

(b) Returns 50 per cent. higher than singles, available for three months.

(c) Reduced fares for specially run excursions only, say at 75 per cent. of the normal return fare; not the ridiculously cheap rates of pre-war days.

(d) One class only. This is suggested not by Communistic ideas, but by a desire to see an increased use of existing rolling

stock. If the new experimental third class sleeping cars of the ex-L.N.E.R. were standardised, they would be equally acceptable to all classes travelling at night.

I realise that cutting the standard fares considerably would affect the revenue, but the increased custom, and the abolition of very cheap fares at which a large proportion of people used to travel, probably would compensate for this.

Also, I am sure great economies could be obtained by increasing the daily mileage of each locomotive, which is at present very low in the case of most passenger classes, and by the introduction of regular interval services. After all, no one will forsake a bus service for a train service if the latter does not run at reasonably frequent intervals.

The whole crux of the matter seems to be the equalising of bus and train fares, and so abolishing the crowded buses and empty trains to which we are now condemned. It has been proved that, for anything over about twenty miles, a train is the most efficient form of travel.

Yours faithfully,

P. G. BLAYNEY

### Juvisy Yard

"Tall Timbers," Grays Park,  
Stoke Poges, Bucks. May 6

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have noted with interest your correspondent's letter dated April 6 and also the editor's sub-script, both of which are published in your issue of April 29, 1949, regarding the handling capacity of Juvisy Yard on the French Railways.

An important factor in the consideration of the wagon-handling capacity of a marshalling yard is the overall length of the wagons being marshalled, and roughly speaking one could assume that a yard handling 1,500 wagons a day would be operating as efficiently as another yard handling 3,000 wagons a day, if the latter wagons were only half the length of the former.

Yours faithfully,

J. C. KUBALE

### Locomotive Liveries

May 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I note Mr. Bardsley's letter in your issue of May 20 on the above subject, but would like to give the views of one who has been absent from the country since before the railways became "British." Having read a great deal about blue, green, and black locomotives with varied designs and shades of lining, I was looking forward to seeing some of my old acquaintances among them dressed in something new. A great shock and disappointment awaited me, however; all I saw was filth—just filth! On a journey to Scotland by the West Coast route we had some of the latest Pacifics, but what colour they were supposed to be, no one knew.

I saw one freight locomotive on the way, which had become so bad that someone had had to outline its numbers in chalk to make them decipherable.

If the appearance of locomotives is going to be neglected in this way, one must ask the question, what is the use of going to infinite trouble and expense over shades of colours and designs of lining? Why paint at all, in fact?

Yours faithfully,

OVERSEAS

### From Liverpool to Edinburgh

90, Serpentine Road,  
Wallasey, Cheshire. April 16

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I have just made a trip from Liverpool to Fifeshire, and one or two incidents may be of interest.

At Lime Street Station, Liverpool, I asked for a first class return to Anstruther, but the clerk had no rate, nor had he a rate to Pittenweem. He did, however, have a rate to Elie, and said he could book me, and I could pay the excess. I told him that the fare to Anstruther was 104s. 5d., but he pointed out that he could not take my word for it. So I booked to Edinburgh.

The train was well over an hour late at Carstairs; that has always been so when I have travelled on the 12.45 a.m. This seems absurd, as the overall timing is remarkably easy and a considerable time is spent at many stops, especially at Wigan.

At Carstairs the porters did not seem to be interested, but I watched to see that my trunk was taken out of the van. I did not say a word until the porter was closing the doors, when I suggested that the trunk at the door might be going to Edinburgh. He took it out after a good look at the label. But

when I arrived at Princes Street, Edinburgh, the trunk had not arrived! Fortunately there was another train in 15 minutes, and the trunk arrived by that.

The tank engine which drew the train from Carstairs to Edinburgh looked so smart that I thought it must be brand-new; however, the plate indicated that it was built in Derby last year. I had a pleasant chat with the driver; he was immensely proud of his machine and told me that it rode like a carriage and was economical. Then he told me the secret of his pride; the engine was shared between him and one other driver, so both crews took a real interest in their jobs and their machine. The paintwork shone as if it had been waxed and polished, and even the buffers had had plenty of elbow grease.

Summing up I would make suggestions as follow:—

1. That the 12.45 a.m. from Lime Street, Liverpool, should run rather closer to the booked schedule.

2. That it should be possible to book to any station on British Railways.

3. That the "check" system of handling baggage, as used in America, would save a great many headaches if adopted over here.

4. That considerable economies might be effected if engines were to be "owned" by not more than two crews.

Yours faithfully,

G. RICHARD PARKES

### "Suits of Solemn Black"

New Malden,  
Surrey. June 2

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Judging by the attention that has been accorded rolling-stock liveries by Railway Executive, press, and travelling public alike, the matter is one of real importance. Although there has been disagreement on certain points, it seems to be generally accepted that a bright, but tasteful, livery is essential to a would-be profit-making concern. When the publicity which surrounded the birth of the various experimental and standard liveries is considered, it is surprising to see so many locomotives going into mourning. Considerable disappointment has been expressed at this trend, and perhaps the saddest blow of all is the decision to relegate the well-known "Schools" class to the black-liveried ranks. These locomotives are employed on many express passenger services in the Eastern Section of the Southern Region, and apart from laying justifiable claim to being the late Mr. Maunsell's finest design, they are the most powerful 4-4-0s in Europe. On the basis of tractive effort alone, there is little to choose between them and the "King Arthur," or "Jubilee," 4-6-0s, both of which have been selected to wear the green, and when it comes to their performance and the class of traffic handled, it is hard to find an explanation for this decision. Or is this merely a passing phase, presaging a return of the "Schools" to their old glory?

Yours faithfully,

K. S. DOBSON  
B. G. WILSON

### "Tavern Cars"

64, Martyrs' Field Road,  
Canterbury. June 3

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I am appalled at the interior appearance of the new restaurant cars now being built for British Railways, and illustrated on page 611 of today's issue of *The Railway Gazette*. From the photographs, their style is reminiscent not so much of a "tavern" as of a Nissen Hut, 1939-1945 style, "troops for the accommodation of." The "ribs" sticking out between the seats give the impression that the interior decoration had not been completed when the seating was installed.

And what has happened to the windows? Surely one of the delights of a meal in the dining car is to be able to watch the passing scene as one eats. What can be nicer than to enjoy tea and hot toast while traveling in a comfortable, warm dining car through a wintry landscape? What a feeling of superiority one experiences on passing a wayside station and seeing lesser mortals waiting on the cold platform, envying us (or so one imagines!). By what queer reasoning does the Railway Executive decide that those who want to eat must be denied the pleasure of looking out at the scenery?

I have eaten and enjoyed many meals in railway dining cars, well cooked and nicely served. But if these monstrosities are what we are to have as dining cars in the future, then I would prefer to eat my dinner of jam sandwiches from a paper bag in a third class compartment, where I could see out of the windows, rather than have a first-class meal in what is little better than a travelling cellar.

Incidentally, surely the descriptions of the two restaurants have become reversed? That in the lower illustration, described as "third class," does at least look comfortable, whereas, to my mind, the upper one looks more like an air-raided shelter than anything else I can think of. Or is the first-class accommodation deliberately made less comfortable, as part of the "Down-with-the-Upper-Classes" movement?

As regards the "Tavern," the lack of windows is justified. People who prefer to spend their journey time in a bar drinking cocktails neither need nor deserve windows.

Painting the outside to resemble brickwork is ridiculous, and a sheer waste of time and paint. Next thing, I suppose, will be that one of the cars will actually be built of bricks. After all, the L.N.E.R. did build brake vans of concrete, and this would only be an extension of that principle.

Yours faithfully,

ARTHUR G. WELLS

### Road Maintenance

The Deanery, Stanley,  
Falkland Islands. April 9

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The Railway Executive is responsible for the maintenance of the railways and their signalling, etc. The Docks & Inland Waterways Executive is responsible for the maintenance of the docks and inland waterways.

Therefore it should follow that the Road Transport Executive should be made responsible for the maintenance of the roads, town and country, of Britain. The income at present derived from taxing of vehicles, fuel, etc., and from driving licences, would be made available to the Executive and would be paid as a toll for use of the roads in the same way that private traders pay tolls to use the canals. Local authorities would still be required to maintain footpaths, and, as these drain into the road, gutters pay a quota towards the drainage system. In this way the real value of road transport—costs against income—could be properly assessed.

The abandonment of many branch and rural railways has been suggested. Have the authorities yet considered that a great many country roads might equally well be abandoned on the grounds that the small amount of traffic using them does not justify their maintenance when there are alternative routes available?

Yours faithfully,

R. G. R. CALVERT

### Translators' Pitfalls

Entrean Railways & Ropeway,  
P.O. Box 218,

Asmara, Eritrea. May 1

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The way of the translator is hard at the best of times, but when it traverses the territory of technical terms the pitfalls become even deeper and more frequent!

When I first went to the Franco-Ethiopian Railway, under the British Military Administration, my knowledge of French was limited to enquiries as to the whereabouts of the penknife of my aunt. Consequently I handed a report as to the repairs necessary to a certain locomotive, to my Italian interpreter for translation. He spoke excellent French, but found the pitfalls all right, as his translation will show!

"Regarding repairs to loco. No. 403 the works who have to be done are as follows:—

- (1) To suppress the play to the bearing of the coupling connecting rods & the motor engine connecting rods. To replace three rings & visit the greaser plugs.
- (2) To suppress the play to the Hubert gaskets of the piston rods & counter rods.
- (3) To rectify the dryer's throat & replace 8 segments. Drawers have been dissembled being too dry. The dryer's shirt, left side, had a threat by usury.
- (4) Distribution system. To replace 4 axes & eight rings.
- (5) To rectify two axes decresse & replace 2 rings of the small head connecting rods.
- (6) Bearing oil boxes. Rearrange the metal, being it bad condition, & solder the bearings who have been broken.
- (7) Cocks. To polish with emery & put in order all cocks.
- (8) Bissel axle. To turn over the bandages.
- (9) Springs for axes to be repressed.
- (10) To replace four slip skates & the macaroons, left & right.
- (11) To visit the suspension & replace 6 axes.
- (12) To put in order the cylanders with brakes. To visit the rudder system of the brakes.
- (13) To put in order the piping system.
- (14) To put a piece on the cylindrical body.
- (15) To dissemble one pipe surchaufe & replacement.
- (16) To dissemble 6 elements & replacement.
- (17) Expanding of tubes, furnace side.
- (18) Replacement of the lead fusibles.
- (19) To dissemble a part of the piping system & repair."

I eventually found out what most of it meant, but the "Rudder of the brakes system" for ever remained a mystery!

Yours faithfully,

O. P. C. COLLIER,  
General Manager &  
Chief Mechanical Engineer



## The Scrap Heap

"DOUBLE, DOUBLE, TOIL AND TROUBLE"

For the benefit of those of us who can no longer afford to travel, may I suggest that some of our taverns should be disguised as restaurant cars and railway coaches? The drop in passenger traffic receipts on the railways suggests that our numbers are increasing, but many of us would welcome an arrangement that would enable us to retain at least the illusion of travel.—*A. V. Coverley-Price in a letter to "The Times."*

The restaurant car twin units are purely experimental. We are at the same time planning, in conjunction with the Hotels Executive, the future design for British Railways of standard restaurant cars. The experimental cars are being built to see if the public likes them and to determine whether, on suitable railway services, the wider choice of facilities which they offer, compared with either the normal type of restaurant car or buffet car, will prove popular and successful. In due course, when the Hotels Executive and ourselves have before us the full measure of public reaction from all aspects (including the aesthetic), we shall have useful guidance for the future. The sole desire of the two Executives is to offer the public the most attractive facilities that can be devised.—*D. S. M. Barrie, P.R.O., Railway Executive, in a letter to "The Times."*

"BRITISH RAILWAY COMPANY"

5, St. Margaret's Road,  
Ruislip, Middx. May 16

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR.—I would like to draw your attention to the fact that the railways of Great Britain, which until recently have been owned by the State, now are apparently the property of a newly-formed company! I wonder if any other reader has noticed similar statements to that shown on the freshly painted signboard, a photograph of which I enclose. This signboard, with the name "British Railway Company" newly painted, was photographed on April 28 at the level crossing near Windsor Station, by the side of the track of the one-time Southern Railway.—Yours faithfully,

GEORGE THOMSON

## 100 YEARS AGO

From THE RAILWAY TIMES, June 10, 1849

THE world has been grievously imposed upon by some audacious varlet, who being thereunto instigated by the father of lies, did counterfeit the epistolary style of the late Chairman of the Eastern Counties, Midland, York and North Midland, and York, Newcastle, and Berwick Railways, and gain insertion in the columns of divers newspapers of certain letters purporting to be the production of the gentleman above alluded to. For our share in disseminating this mischief we are duly contrite. May the doom (which we find suggested by the Spanish proverb "Tell a lie and find it true") attend the author of this "heartless hoax" (as the phrase goes); by the re-appearance of Mr. HUDSON as the Jupiter Stator of railways. Disencumbered of his official relations, he may, from the chamber of his leisure, still testify his attachment to the railway cause, and—what is to some minds no small temptation—convict his late subjects of ingratitude by directing his attention to unfolding the capabilities of those railways which he has so often exalted by his eloquence and sustained by his policy.

\* \* \*

### NAMING A TRAIN

We don't think very much of the name assigned to the new two fliers which will connect Waverley and Kings Cross during the summer months. "The Capitals Limited" suggests an uneasy compromise between a desire to placate the Stock Exchange and a cynical inclination to make sport of those who want Home Rule for Scotland.

It is rather perplexing that British Railways should want to make a train sound like a limited liability company. We have no idea who, among the top executives in B.R., is charged with the responsibility of picking names for trains, but he could have done a lot better.

Considering the welter of initials amid which we now live, it would even have been better to call the trains "The Capitals Unlimited." In view of the date on which the new service was opened, some more imagination might have been used.

What is wrong, for instance, with "The Hurling Moderator" or "The Festival Trail Blazer"? Or, if we must pay full tribute to London, why not "The Metropolitan Dust Shaker"? Something

with a little more imagination, like "The Borders Equivocator," "The Twin City Comet" or "The Glasgow Evader" would have aroused greater attention.—*From the "Liverpool Daily Post."*

\* \* \*

### "TAVERN CARS"

Falstaff, thou should'st be living at this hour,  
The Bard alone possessed the magic power  
To vest such vinous ventures with the word  
That clothes with reason what might seem absurd.  
Will Shakespeare's shade must celebrate in rhyme  
These fleeting taverns where none calleth "Time!"

Art there, Sir John? Hast heard what's now toward?  
Rouse Mistress Quickly and her gossip Ford;  
Gather thy boon companions Bardolph, Nym,  
And thine old ancient Pistol, waken him.  
For thou can'st get thyself discreetly full  
Or wet thy wheezy whistles at "The Bull."

England hath need of thee this fateful day;  
What ails thee, John? Thou can'st not find the way?  
Follow thy famous nose to Waterloo—  
That's if thy nose can niff this watery brew—  
Or, if thou hast a yen some pots to toss  
With homing Scots, hie northwards to Kings Cross.

'Tis thirsty work, this prattle, I agree.  
Come, gossips all, and have this one on me:  
Shalt think on Merrie England once again,  
Enscenced within these taverns of the train.  
What! Tears, Sir John? The doorways be too thin?  
For thee, alack, there's no room at the inn!

E'en to a shade envy may be forgiven.  
Who gazes on, but cannot enter heaven.

A.B.



The level crossing near Windsor Station, with the newly-painted signboard (see letter above)

[Photo]

[G. Thomson]

# OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

## SOUTH AFRICA

### Progress of Hex River Tunnel

Until all the special tunnelling plant is delivered for the boring of the main 8-mile tunnel through the Matroosberg, construction work on the improvements to the main line over the Hex River Pass has been concentrated largely on one of the three shorter tunnels included in the scheme, for which tunnelling plant from the Cape Eastern line is being used.

## NIGERIA

### Results for 1948-49

The financial year 1948-49 has ended with actual earnings of approximately £5,770,000 as against £5,628,500 estimated, an increase of £141,500. This is attributed to increased passenger and long-distance goods traffic. Expenditure also exceeded the original estimate by roughly £176,000; the total, subject to final accounting adjustments, was £4,193,470, and the increase was due largely to the cost of improved conditions of service for engine crews.

The 1949-50 estimates expect a further increase of £728,550 in earnings. This is dependent on the target of 480,000 tons of groundnuts being reached, and this again is dependent on the delivery of new locomotives and wagons.

So far this year, 10 Newfoundland type locomotives from the Montreal Locomotive Works have been put into service, and 8 "River" class from the North British Locomotive Co. Ltd. (out of 42 on order). A further 8 "River" class, 12 tenders, and 11 boilers are expected at the end of June. Of 106 new covered wagons which have arrived, only 21 have been placed in service, mainly because complete couplers have not been received.

Expenditure in 1949-50 is expected to reach £4,591,710, a further increase of £398,240. The greater part of this is due to higher staff costs, but there have also been increases in the cost of coal and electricity.

## EGYPT

### Bonus to Guards

Passengers detected traveling without tickets or with irregular tickets have to pay the ordinary fare plus 50 per cent. penalty. The penalties are credited to the railway revenue. To encourage guards and keep them always on the alert, it has been decided now to credit the amounts of penalties to guards who detect offences. The scheme is working satisfactorily.

## TUNISIA

### Compagnie Ferrière des Chemins de Fer Tunisiens

The lease under which the Compagnie Ferrière des Chemins de Fer Tunisiens works the Government-owned railways, expired as from December 31, 1948, and has been extended provisionally for another twelve months in accordance with a decision taken by the Government on April 27. The provisional extension is intended to allow the company sufficient time to work out a draft convention for another long-term lease to be submitted to the Government within the current year.

## ITALY

### Ferrara-Rimini Line Re-opened

Through traffic on the 77-mile single-track standard-gauge line between Ferrara (on the Venice-Bologna main line), Ravenna, and Rimini (on the Bologna-Ancona main line) was restored on April

28. The line was wrecked during the battles with the retreating Germans. A few isolated sections of the line which had been left intact were dismantled subsequently to use the track where it was more urgently needed than in the evacuated coast area between Ferrara and Rimini.

The reconstruction of the line was seriously hampered because of the bridges, 95 in all, which had to be rebuilt. As reconstruction proceeded, sections were re-opened. The last to be completed was between Mezzano and Cervia. Ravenna still has a temporary station building. So far, the reconstruction of the line has cost lire 2,935,000 (approximately £1,450,000). Before the re-opening of the whole line Ravenna could be reached by railway only by the reconstructed 21.8 mile line from Faenza, on the Bologna-Ancona main line.

## SWITZERLAND

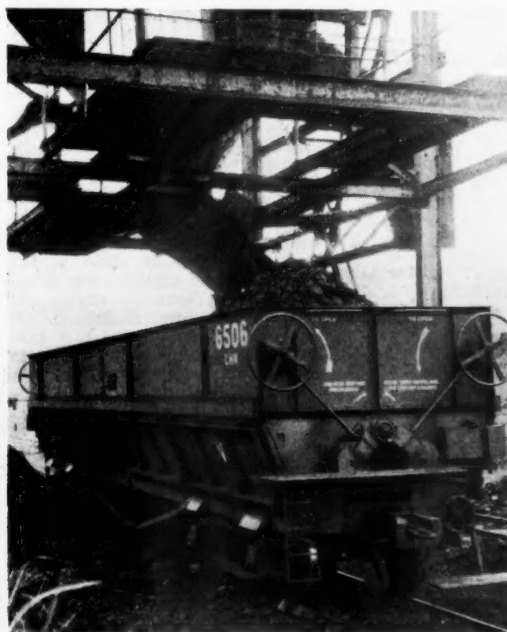
### Door-to-Door Goods Service

The Federal Railways are studying the feasibility of a door-to-door goods service without transshipment at connecting railroad points.

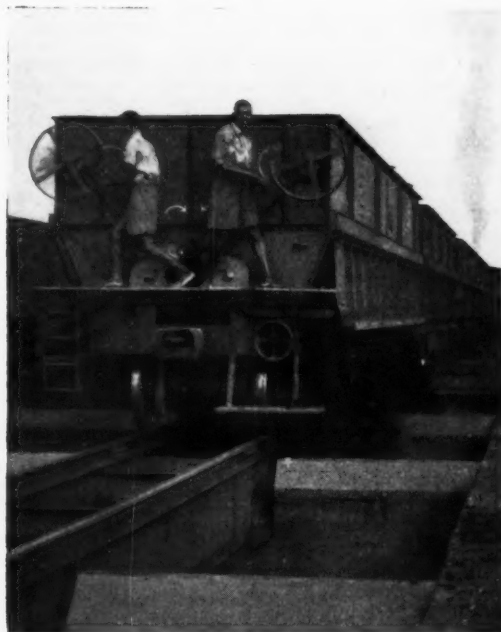
### Passenger Traffic and Road Competition in 1948

For the first time since 1936 the passenger traffic of the Federal Railways declined substantially in 1948. The number of passengers fell by 2½ per cent. from 213,000,000 in 1947 to 207,670,000. The unfavourable weather during the spring and summer which hampered the tourist traffic, and road competition were mainly responsible. No fewer than 450,000 buses and private cars entered Switzerland, conveying occupants who otherwise would have travelled by rail. This is more than double the number of passenger motor vehicles which entered Switzerland in 1947, and greatly exceeds the 1938 total. Imported motor vehicles absorb

## Handling Coal in Nigeria



Loading coal for export into hopper wagons at Enugu, Nigerian Railway



Hopper wagons discharging coal on to conveyor at Port Harcourt

part of the traffic, both passenger and goods, which would use the railways. Cars, lorries, and motor cycles imported during 1948 were valued at more than £11,000,000 (196,000,000 francs). Although these imports were not heavier than in 1947, they contributed to the decline of the railway traffic. As at September, 1948, motor vehicles carrying Swiss registration plates and operating in Switzerland were: cars and buses nearly 108,000 (an increase of about 28 per cent. on the 1947 total and of 40 per cent. as compared with 1938); and motor cycles, 49,000 (32 per cent. more than in 1947 and 80 per cent. more than in 1938). The number of lorries was 31,000, as against 30,200 in 1947.

Other features affecting the passenger traffic were the currency difficulties which deterred many would-be tourists to Switzerland, and the pronounced trend of the Swiss to spend their holidays outside Switzerland. More than 400,000 Swiss (about 10 per cent. of the entire population) spent their summer holidays abroad. This was a substantial loss for the Federal Railways because the Swiss portion of those journeys was small, particularly as most of the tourists originated from the large big towns which, except for Berne, are close to the frontiers.

The problem of the co-ordination between rail and road is a burning one in Switzerland as in many other countries. It has been entrusted to the International Union of Railways which is endeavouring to find a solution. Meanwhile, in Switzerland, the statute of road transport (statut des transports automobiles) calls a halt to the uncontrolled multiplication of the number of road motor vehicles owned and

operated by professional hauliers. Its provision, however, is limited in time: its validity ends December 31, 1950. By then, it is hoped, some workable solution will be found which will protect the interests of both the railways and road transport.

## ALBANIA

### Railway Aid from the Soviet Union

The outcome of recent negotiations at Moscow of a special mission headed by the Albanian premier, was an agreement whereby Albania has been assured immediate technical and financial assistance from Russia for the development of railways. Rolling stock, locomotives, signalling installations, steel rails, etc., are to be supplied by the Russian railway industry. The Soviet Union has taken in hand Albanian railway affairs since Yugoslavia withdrew from them after Cominform differences which alienated both countries in July, 1948. A first Russian consignment of locomotives and vehicles arrived in Albania by sea in January last, as reported in our February 25 issue.

## GERMANY

### New Connection with Switzerland

After a break of nearly ten years the connection between Constance, at the outlet of the Rhine from the Lake of Constance, and Kreuzlingen, nearby, to the south in Swiss territory, was resumed on May 15. The station at Constance, on the lakeside, adjoins the border, and a connection, some 49,200 ft. long, links it with the Kreuzlingen main station of the Swiss

Federal Railways Schaffhausen-Romanshorn line. There is a further connection between Constance Station and the Kreuzlingen harbour station, 3,230 ft. east of Kreuzlingen main station.

As the Schaffhausen-Kreuzlingen-Romanshorn line is electrified, it would have been uneconomic and illogical for the Swiss Federal Railways to keep steam locomotives to Kreuzlingen to haul trains between there and Constance. It has therefore been arranged for the Reichsbahn to work the line with its steam locomotives and its personnel. Only local passengers, provided with special frontier identity cards, are allowed to use these trains. Hence, the Constance-Kreuzlingen link is not the true international link that it was before the war, when Constance was the terminus of the main line from Radolfzell, where connection was made with the main line for Singen and Stuttgart to the north, and with the main line for Friedrichshafen and Lindau to the east.

### Interzonal Trains and Tickets

Interzonal trains between the British-occupied zone and Berlin were reintroduced on May 15. These are the long-distance fast trains Cologne-Düsseldorf-Ruhr zone-Helmstedt-Berlin and the connecting fast trains Wuppertal-Elberfeld-Hagen-Hamm carrying through coaches for and from Berlin. Through tickets are again being issued between stations in the western zones and any station in the Soviet zone to be reached *via* the international routes. Luggage, though not express goods, is also being booked through again.

## Publications Received

**Paris-Lyons Electrification.**—The French National Railways have produced a small brochure in French describing the Paris to Lyons main-line electrification, the project embracing 390 route-miles and over 1,000 track-miles. The brochure outlines with a remarkable economy of language the electrical layout and equipment, and the signalling and traffic working arrangements involved. There are some good photographic illustrations and an excellent five-colour diagrammatic map of the electrical and signalling layout. The production is admirably suited to the readers for whom it is intended—the non-technical railway official and the informed and interested layman.

**Craven Gear Hobbers.**—The firm of Craven Bros. (Manchester) Limited has issued a 25-page illustrated brochure describing its range of moving-table and moving-column gear hobbers. These machines are designed for either mass-production of gears or cutting modern high-speed turbine reduction gearing. The mass-production models are of moving-table and fixed-column construction made in standard sizes with maximum capacities ranging from 40 in. to 7 ft. 6 in. dia. Craven turbine gear hobbing machines, built with maximum capacities ranging from 5 ft. to 21 ft. dia., operate on the fixed-table and moving column principle. An additional feature which can be fitted to these machines is the "creeping table"; this feature, an invention of Sir Charles Parsons, eliminates the scream frequently emitted by high-speed gears. The worm wheel driving the table is cut on the outside of a creep ring and internal spur teeth

inside the ring engage an external spur master wheel secured to the table. By rotating the work slightly faster than the worm wheel, the creep gear distributes the inaccuracies produced by the worm in spirals round the gear, thus eliminating the periodic source from which the scream emanates.

### British Railways Continental Handbook.

—The summer edition combines for the first time the two formerly separate publications of the Eastern and North Eastern, and of the Southern Regions, comprising British Railways and associated undertakings North Sea and cross-Channel routes, ranging from the Newcastle-Bergen to the Weymouth-Channel Islands service. The complex work of integration has been successfully carried out. The format, including the attractive map cover, and the Gill Sans headings, is predominantly "Southern." Among interesting new features are new services *via* the Hook of Holland (day boat) to Vienna, Prague, and Warsaw, the accelerated service *via* the Hook (night boat) to Switzerland, and the new service *via* Calais, Turin, and Genoa to Rome.

### International Travel Statistics.

—The Travel Association (Tourist Division of the British Tourist & Holidays Board) has published on behalf of the International Union of Official Travel Organisations the first report of the Union dealing with international travel statistics. From data obtained from 46 countries an attempt has been made to "measure" international travel for the benefit of those concerned with the tourist trade. The report states that European tourist traffic recovered rapidly in 1947, when the volume of movement between the principal countries exceeded

7,000,000, though shortage of long-distance transport prevented tourists from other continents from visiting Europe in great numbers; 80 per cent. of 1947 tourism was inter-European and about 20 per cent. of the tourist traffic was airborne.

**Industrial Trucks.**—An attractive brochure, describing the "Electric Eel" industrial trucks, has been issued by Steels Engineering Products Limited, Crown Works, Sunderland. The 30-cwt. type has an overall length of 101 in. and a width of 41 in.; it is powered by one electric motor and an interchangeable 168-amp.-hr. lead acid battery. It is claimed that the truck can climb a gradient of 1 in 5 fully loaded. The 50-cwt. low-lift truck, which has a length of 115 in. and a width of 42 in., is powered by two motors and a 196-amp.-hr. lead acid battery. Both sizes are designed for use in confined spaces, such as station platforms, warehouses, stores, docks, etc.

**Literature on Paint Technology.**—The Paints Division of Imperial Chemical Industries Limited has issued two bibliographies dealing with paint and its application. Originally intended for reference within the I.C.I. organisation, these have now been made available to others interested. The first, "Literature on Paint, Varnish and Lacquer Technology," lists more than 120 British, American, French, and German books and periodicals concerned with oils, solvents, pigments, resins, and synthetic materials. The second, "Literature on the Technique of Paint Applications," deals with works on dipping, drying, spraying, and other methods of application. Both bibliographies may be obtained from the Librarian, I.C.I. Paints Division, Slough, Bucks.



## Recent Improvements in Reinforced and Pre-Stressed Concrete Sleepers

*Summary of reports presented to an enlarged meeting of the Permanent Commission of the International Railway Congress Association at Lisbon*

THE use of concrete sleepers was first adopted experimentally by several countries after the 1914-1918 war, and conditions created by the second world war directed attention to the possibility of their more extended use. Experiments made before and during the latter war did not produce entirely satisfactory results, and considerable difficulties and limitations in the use of concrete sleepers have been encountered. At the recent enlarged meeting of the Permanent Commission of the International Railway Congress Association, in Lisbon, reports on the use of concrete sleepers, and recent improvements in their design, were received from Mr. V. A. M. Robertson, Chief Civil Engineer, Southern Region, British Railways, and M. Gonon, Chief Engineer, Way & Works, Northern Region, S.N.C.F.

The report submitted by Mr. Robertson summarised the steps now being taken with a view to improving the design of concrete sleepers, and widening their field of use. It included details of the design and manufacture of concrete sleepers now in use, and a summary of research work undertaken during the past few years. In June, 1948, a questionnaire was sent to 30 railway organisations in Great Britain, the British Dominions, Colonies and Protectorates, America, China, Egypt, and India. Replies were received from 17 railways.

Except in the case of the East African Railways, which are experimenting with a combination of concrete sleepers and blocks in a locomotive yard, where steel sleepers are subject to heavy corrosion from engine ash, the railways now experimenting with concrete sleepers have taken this step reluctantly, and, in some cases, unavoidably, owing to difficulties in obtaining the type of sleeper normally used. Except on the East African Railways, advantages of concrete sleepers over normal track have not been looked for or, in fact, realised.

### British Practice

The use of concrete sleepers has been forced on the British railways by restrictions imposed on the importation of timber. The reasons given by the Indian railways (which normally use both timber and steel sleepers) for investigating the possibilities of using such sleepers, are limitations in the supply of indigenous timber, curtailment of imports, and shortage of steel supplies. It is only in Great Britain and India that experiments are being carried out on a large scale.

Concrete blocks, combined with timber or reinforced concrete through-sleepers, placed after every second or third pair of blocks, have been laid on several miles of sidings since 1940. The blocks are constructed either of plain or reinforced concrete, and their manufacture, which is carried out in railway depots, follows normal practice, and calls for no special comment. Some Regions of British Railways use reinforced concrete blocks with steel gauge ties in sidings and on a limited mileage of minor running lines. In these cases, a gauge tie may be provided to each pair of blocks, and through-sleepers spaced at intervals, varying with the classification of the line. Alternatively, through-sleepers

may be dispensed with, and gauge ties provided at every second or third pair of blocks, and at rail joints. The latter arrangement is confined to sidings and goods lines. These blocks are reinforced with welded steel fabric, and this has proved far more satisfactory than bar reinforcement. The concrete usually is vibrated during manufacture. Experiments have been made with concrete blocks, in which cement grout is poured into a mould filled with sand and aggregate.

Reinforced concrete sleepers have been used since 1940, both in sidings and on a limited mileage of running lines. After exhaustive tests, it has been found that these will not stand up satisfactorily to fast traffic, and on more important lines they have now been superseded by pre-stressed concrete sleepers, which are manufactured by outside contractors. Reinforced concrete sleepers manufactured by the railway are, however, still used in sidings and minor lines. An experimental sleeper, with bar reinforcement, has been designed by British Railways to withstand unfavourable conditions of packing, particularly centre binding.

Sound design, and quality of workmanship are essential, and a British Standard Specification has been drawn up in consultation with the railways concerned, which lays down recommendations for the design and manufacture of concrete blocks and reinforced and pre-stressed concrete sleepers. This specification is amended from time to time, when practical experience indicates where improvements can be made.

Two types of pre-stressed concrete sleepers are at present used by British Railways. In one of these, anchorage for the wires is by bond alone, and the sleepers are cast end-to-end on tensioned wires up to 400 ft. long. The moulds, through which the wires pass, are first filled with concrete, using rapid hardening cement, and vibrated on a vibrating table. The moulds are then moved along to the other end of the wires on rollers, and the concrete is vibrated a second time. A gap is left between the ends of each mould, and the wires cut after the tension has been released. The sleepers contain 18 or 20 pre-stressing wires each 0.2 in. dia., and the stress after tensioning is 65-68 tons per sq. in.

The other type has positive anchorage for the pre-stressing wires, which pass round steel anchorages placed transversely in the sleeper at each end. This is a more recent design, and details of its behaviour under traffic are not yet available.

Concrete sleepers of various types were installed by the Indian railways in 1946, mostly in sidings, and are still under test. Reinforced concrete through-sleepers have been laid on broad-gauge and metre-gauge tracks, and reinforced concrete blocks, with steel gauge ties, have been used on lightly loaded broad-gauge lines, laid with 75 lb. rails. A few pre-stressed sleepers of the types used in Great Britain have been tried, but have been found less satisfactory than the standard timber or metal sleepers.

The report furnished by M. Gonon deals with the use of concrete sleepers on the

continent of Europe, and in the overseas possessions of the continental countries. Investigations show that use of concrete sleepers has not been extended greatly during recent years. In most cases, ordinary reinforced concrete sleepers have been used, and pre-stressed sleepers are still in the experimental stage on most railways. Except in France, French West Africa, and Belgium, they have not been used in great quantities. On the other hand, sleepers of this type have formed the subject of a considerable amount of research.

The monoblock sleepers, derived from the ordinary wood sleeper, are the oldest type in use, and have not changed much since 1946. Only in Hungary have sleepers of this type been used on a large scale. The present design is the result of improvements made to the original model, after more than 25 years' experience. The thickness of concrete and the length of the sleeper have been increased, and the weight of the reinforcement has been reduced to 30 lb., but the strength of the sleeper has been increased. The middle part is hollowed out, to prevent it bearing on the ballast. The main reinforcements are curved inwards towards the base in the part under the rail, to increase the resistance to bending under rolling loads.

### French and Belgian Designs

The French Vagneux sleeper, which has been laid extensively in France, Algeria, and Morocco, has been in use for more than 20 years. The only recent modifications have been the increase in the length of the tie-bar to 5 ft. 8½ in., to increase the strength of the block in shear. For reasons of economy, and to overcome a shortage of materials, the channel sections, normally used as tie-bars, have been replaced (in Algeria) by a length of 44-lb. rail, and (in Tunisia) by a length of old rail cut lengthways, and by old locomotive boiler tubes.

The blocks of Vagneux sleepers are very thick and wide. Under the rails, they are exceptionally strong for ordinary reinforced concrete sleepers. The reinforcement weighs 23 lb. per sleeper, and is arranged in baskets of the same shape as the blocks.

The "C" type sleeper, used on sidings on the Belgian National Railways, was designed to alleviate the shortage of wood sleepers. The main requirements were simplicity and economy. This sleeper, great numbers of which have been produced in the railway workshops, consists of two blocks of small size, lightly reinforced, linked up by two boiler tubes, which act as tie-bars, and strengthen the blocks.

The Belgian Franki-Bagnon sleeper is a pre-stressed sleeper of original design. It consists of two reinforced blocks, connected by a tie-bar, which is not reinforced, and the three pieces are locked together by a steel rod, held in tension by a screw. The compression in the concrete is as high as 995 lb. per sq. in. Small plates of resin-bonded plywood, inserted between the blocks and cross-pieces, make the sleeper semi-articulated. The pre-stressing of the concrete prevents its cracking, and the semi-articulation prevents the centre portion from sagging, if the supports get out of level.

To reduce the cost of track laid on Franki sleepers, at least in the case of secondary lines, the Belgian Railways used longitudinal sleepers between the transverse sleepers. These longitudinal sleepers have only light reinforcement, and no tie-bars, as they merely support the rails.

## Train Water-Tank Replenishment

*Experimental mobile water-pump recently put in service at Victoria Station, Southern Region*



A NEW type of experimental mobile water-pump for filling and replenishing train water-tanks recently has been put in service on the Southern Region, at Victoria Station, London. This pump will facilitate tank filling in the very short turn-round time available, especially in the case of main-line electric trains, where the booked time, even with the heavy holiday-traffic is, in some instances, as little as 12 min.

The pump consists of an Electricar fixed-platform battery-driven truck, with solid rubber tyres. It is hand operated, giving three forward and three reverse speeds, and is equipped with lead acid batteries of 320 ampere-hr. capacity. These batteries

are provided with an arrangement for side withdrawal, and have ample capacity for supplying current to the pump motor, in addition to the tractive power required for the truck.

A 1½-in. centrifugal pumping unit, directly driven by a 1-h.p., d.c. motor running at 1,500 r.p.m. on 30V. d.c. supply, is mounted on the platform of the vehicle, being assembled on a bedplate attached to the platform. The pumping unit is controlled by a single pole direct switching contractor starter. Behind this unit is a 275-gal. capacity water storage tank, which has a 18 in. dia. manhole, with quick release cover, and to which is fitted a screw-down filling orifice and vent cap. The tank

has a suitable drain to facilitate cleaning, and the equipment is enclosed in a weatherproof housing secured by set screws to the vehicle chassis.

The discharge from the pump is taken through a 1½-in. dia. flexible delivery hose terminating in a trigger controlled nozzle, which enables the operator to control the flow of water at will, without reference to the starting and stopping of the pump motor. The unit is capable of delivering water to carriage tanks at the rate of 40 gal. per min. For battery charging 200/250 volt metal-clad rectifiers with selenium elements are used. M.J.V. battery charge time relays are used to provide an automatic "cut-off" at full charge.

The 275-gal. storage capacity of this pumping equipment, its rapidity of operation, and mobility, considerably accelerate carriage water tank replenishment, and in many cases will avoid the need for trains to be sent to distant yards for this purpose. In cases where water tanks can be refilled from platform level, this new pump can be operated by one man, instead of two as previously.

Comparative figures showing the capacity and output of the motor pump and one of the latest pattern hand pumps are given below:—

	Motor pump	Hand pump
Capacity	275 gal.	60 gal.
Delivery per min.	40 gal.	10 gal.
Time required to replenish a lavatory tank, 40 gal.	1 min.	4 min.
Time required to replenish a kitchen tank, 60 gal.	1½ min.	6-9 min.
Time required to fill pump and wheel to train	275 gal.; 5 min.	60 gal.; 10½ min.

The pump has been designed to the requirements of Mr. S. W. Smart, Superintendent of Operation, Southern Region, on the specification of Mr. O. V. Bulleid, Chief Mechanical Engineer, Southern Region.

## S.R. Debating Society's Visit to France

BETWEEN May 20 and 23, sixty-two members of British Railways, Southern Region, Lecture & Debating Society paid a visit to Northern France, under arrangements made by Mr. K. W. B. Davies, the Society's Honorary Assistant Secretary (Visits). After inspecting the train-ferry arrangements at Dover, the party crossed to Dunkirk on the Night Ferry Service, where they were met by M. Maillart, Principal Stationmaster, Dunkirk, French National Railways. The party left Dunkirk in special accommodation on the 7.20 a.m. train, proceeding first to Arras via Amiens and Longueau; at Longueau, inspection was made of the marshalling yard, locomotive depot, and wagon repair depot.

On arrival at Arras a wreath was laid on the Railwaymen's War Memorial Plaque at the station, by Mr. N. L. Collins, Assistant Divisional Superintendent (London East Division), and in the evening a social reception took place in conjunction with the Union Fraternelle Franco-Britannique at the Hotel Moderne. Later in the evening, at the Concert Hall of the "Cité des Cheminots," there was a programme of French and English railway films, including the film "Bataille du Rail." Mr. T. Heritage, of the Southern Region Public Relations & Publicity Department (Film Section), was presented with the medal and diploma "Resistance Fer" and, in reply, said he would continue to do all in his power to foster friendship between French and British railwaymen.

On Sunday, May 22, the party occupied

the morning with a tour of Arras and attended a reception by the Deputy Mayor at the Town Hall, at 11 a.m. In the afternoon a coach tour was made of the surrounding countryside, including a visit to war cemeteries and the Canadian Memorial at Vimy Ridge. On Monday, the party inspected railway installations in the Arras area, including the electric signal cabin, and then returned to London via Hazebrouck, Calais, and the "Golden Arrow" service, dispersing at Victoria at 8 p.m.

**NEW FORM OF CONSTRUCTION FOR RAILWAY TURNABLES.**—A new design for the sub-structure of a railway turntable has been developed in the office of the Civil Engineer, Eastern Region, British Railways. In the new exchange sidings to be constructed at Wath-on-Deane, as part of the Manchester-Sheffield-Wath electrification scheme, the locomotive facilities include a new electrically-operated turntable 70 ft. in dia. to turn locomotives weighing up to 160 tons. The site of the new sidings is subject to heavy subsidence, from colliery workings, and to enable any settlement of the turntable to be quickly adjusted, the substructure foundation will be constructed to a pre-stressed concrete design. So far as is known this is the first time this type of construction has been adopted in this form of structure. The foundation of the turntable pit will consist of pre-stressed concrete in the form of a hori-

zontally laid "wheel," which, when subsidence occurs, can be raised by hydraulic jacks and repacked at the proper level. Small local subsidences will cause some deflection in the "wheel," but because of the great resilience of pre-stressed concrete, these will occur only while the turntable is loaded. The rim beams and spokes of the "wheel" will be pre-stressed by post-tensioning cables, of up to 64 wires per cable, with pre-stressing forces of 128 tons, using Magnel-Blaton sandwich plates. The total weight of the "wheel" foundation will be approximately 220 tons, excluding the turntable itself. It is expected that the construction of the turntable foundations, etc., will be completed by the Spring of 1950.

**THE BUTTERLEY CO. LTD.**—Net profits of the Butterley group for 1948 were £141,159 plus £29,870 from earlier periods and tax recoverable for past years. The final ordinary dividend again makes 12 per cent. for the year.

**FOREIGN RAILWAYS INVESTMENT TRUST.**—The directors of the Foreign Railways Investment Trust announce that they have received and have under consideration an offer to purchase the preference and ordinary shares of the company. Shareholders will be circularised at an early date. The company was formed in 1928, its investments consisting mainly of South American railway securities. Capital amounts to £3,000,000, half in five per cent. cumulative preference stock and half in ordinary. An ordinary dividend of 5 per cent. was paid for 1929-30. The preference payment is outstanding from November, 1930.

Hamoré  
Bragança  
Terezina  
Piauí  
Cearnses  
R.G. Norte  
Great West  
Leste  
Bahia and  
Victoria to  
Ride Mine  
Central (1)  
Goiaz  
Nordeste  
Paraná S.  
Santa Catarina  
V.F. Rio G.  
Leopoldina  
Santos-Ju  
Bragantina  
Paulista (1)  
Sorocabana  
Mogiiana  
Araraquara  
Others  
New Lines

Hamoré  
Bragança  
Terezina  
Piauí  
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Santos-Ju  
Bragantina  
Paulista (1)  
Sorocabana  
Mogiiana  
Araraquara  
Others  
New Lines

Total

## A Railway Re-equipment Plan for Brazil

*Improvement of Brazilian railways to enable them to cope with proposed expansion of the agricultural and industrial activity of the country*

LAST autumn an economic mission left the U.S.A. for Brazil. It was organised on the invitation of the Brazilian Government, with the primary object of examining, and, if possible, solving the numerous economic problems of Brazil. The mission, known as the Abbink Mission, after the name of its leader, has examined all phases of the agricultural and industrial activity of the country.

To facilitate the work of the mission on its arrival in Brazil various local technical

commissions were formed, including one for transport. It has been long recognised that the development of the natural resources of Brazil, and, indeed, its whole agricultural and industrial structure, is intimately connected with, and even largely dependent on, the efficiency or otherwise of its transport system. This has a direct bearing on the possibilities of the ultimate execution of the rest of the Abbink Plan.

At this point matters seem to have reached a temporary deadlock. The ques-

tion has been asked how can large investments of capital be encouraged if local capital is unwilling to play even a small part in the improvement of railway transport.

According to the findings of the Transport Commission it is estimated that some cr.\$15,846,832,000 (approximately US \$880,380,000) are required to put the railways of Brazil in a reasonable state of efficiency and render them capable of accommodating the further development envisaged in the Abbink Plan. The sum provides for new locomotives and rolling stock, correcting of existing faulty alignments, renovation of existing permanent way, modern equipment of workshops, and also includes necessary new signalling and electrification schemes.

The full report of the Abbink Mission was published on February 7. It is now being considered by the Brazilian Government. It suggests that encouragement should be given to investing in railway extensions, provided they are to meet specific and clearly economic needs. Transport requirements should be considered as a whole.

Estimated requirements, railway by railway, worked out by the Commission, are given in the accompanying tables.

**FRENCH ROLLING STOCK ORDER FROM SPAIN.**—In our May 20 issue it was stated that the Spanish National Railways had placed orders with four French rolling stock firms for 100 wagons. We are informed by the Groupe Français pour Fourniture de Matériel de Chemins de fer, Paris, that the order relates to passenger coaches.

**RAILWAY BENEVOLENT INSTITUTION.**—At its meeting on May 20 the board of the Railway Benevolent Institution granted annuities to one widow and three members amounting to £69 10s. and authorised 23 grants amounting to £277 12s. from the special benevolent fund in cases of immediate necessity. Grants made from the casualty fund during April amounted to £805 5s. 6d.

### GENERAL RAILWAY RE-EQUIPMENT PLAN

Railway	Locomotives		Railcars		Coaches		Wagons	
	No.	cr. \$1,000	No.	cr. \$1,000	No.	cr. \$1,000	No.	Cr. \$1,000
Mamoré ...	3	7,500	2	4,000	—	—	12	1,200
Bragança ...	4	10,000	2	4,000	—	—	—	—
Terezina ...	2	5,000	2	4,000	—	—	6	600
Pauli ...	4	10,000	2	4,000	—	—	18	1,800
Cearense ...	10	25,000	4	8,000	28	28,000	84	8,400
R.G. Norte ...	9	22,500	2	4,000	16	16,000	65	6,500
Great Western ...	23	57,500	—	—	145	145,000	400	40,000
Leste ...	53	132,500	3	6,000	79	79,000	127	12,700
Bahia and Minas ...	10	25,000	3	6,000	—	—	30	3,000
Victoria to Minas ...	—	—	—	—	12	12,000	—	—
Rêde Mineira ...	50	125,000	—	—	218	218,000	723	72,300
Central (I-60 m.) ...	73	270,000	65*	207,000	285	510,000	1,750	272,000
Golaz (I m.) ...	102	280,000	—	—	201	216,000	630	78,000
Golaz ...	8	20,000	4	8,000	15	15,000	—	—
Noroeste ...	28	70,000	6	12,000	43	43,000	444	44,400
Pirani S. Catarina ...	27	67,500	12	24,000	97	97,000	645	64,500
Santa Catarina ...	5	12,500	—	—	15	15,000	62	6,200
Tereza Cristina ...	17	42,500	2	4,000	—	—	500	50,000
V.F. Rio Grande do Sul ...	78	195,000	—	—	174	174,000	1,254	125,400
Leopoldina ...	18	45,000	—	—	211	211,000	1,100	110,000
Santos-Jundiá ...	15	37,500	—	—	121	121,000	744	74,400
Bragantina ...	4	10,000	—	—	3	3,000	72	7,200
Paulista (I-60 m.) ...	—	—	—	—	—	—	424	42,400
Golaz (I m.) ...	24	60,000	—	—	—	—	1,200	120,000
Sorocabana ...	—	—	—	—	94	94,000	942	94,200
Mogiânia ...	53	132,500	—	—	101	101,000	700	70,000
Araraquara ...	12	30,000	—	—	—	—	400	40,000
Others ...	9	22,500	2	4,000	11	11,000	280	28,000
New lines ...	100	250,000	—	—	—	—	1,710	171,000
Totals ...	741	1,965,000	111	299,000	1,869	2,109,000	14,222	1,534,200

\* Electrical units

Railway	Work-shops	Modification of alignments	General works	Electrification	Ballasting	Rails	
	cr. \$1,000	km.	cr. \$1,000	cr. \$1,000	km.	cr. \$1,000	Weight in tons
Mamoré ...	—	—	—	—	—	120	20,736
Bragança ...	—	—	—	—	—	90	17,982
Terezina ...	—	—	—	—	—	200	39,960
Pauli ...	—	—	—	—	—	500	95,850
Cearense ...	8,000	8	2,000	—	1,372	137,200	35,500
R.G. Norte ...	—	138	19,700	—	194	19,400	4,000
Great Western ...	7,000	407	49,000	43,580	350	35,000	31,000
Leste ...	—	—	—	—	1,911	191,100	103,600
Bahia and Minas ...	—	—	—	—	—	180	35,964
Victoria to Minas ...	—	—	—	—	—	180	35,964
Rêde Mineira ...	15,200	203	205,600	78	48,000	1,875	339,660
Central (I-60 m.) ...	158,600	—	553,800	261,500*	358,000	1,814	554,000
Golaz (I m.) ...	—	—	—	—	20,000	1,000	30,000
Golaz ...	—	—	—	—	82,000†	422	27,972
Noroeste ...	35,100	171	88,800	30,000	152	75,000†	83,970
Pirani S. Catarina ...	40,000	—	145,000	—	—	787	1,300
Santa Catarina ...	—	—	—	—	—	—	40
Tereza Cristina ...	—	—	—	—	32,000	—	165
V.F. Rio Grande do Sul ...	—	606	608,000	—	—	1,050	105,000
Leopoldina ...	120,000	482	77,800	159,500	78	2,030	203,000
Santos-Jundiá ...	—	—	—	16,100	—	—	200
Bragantina ...	—	—	—	—	—	—	26,000
Paulista (I-60 m.) ...	—	301	181,300	—	—	—	139
Golaz (I m.) ...	—	—	—	—	—	74	7,400
Sorocabana ...	12,000	236	228,000	—	460	841	84,100
Mogiânia ...	—	95	112,100	—	—	465	46,500
Araraquara ...	42,000	101	101,000	57,000	—	72	7,200
Others ...	—	—	—	—	—	457	45,700
New lines ...	—	—	—	—	—	—	—
Totals ...	437,900	2,648	2,372,100	567,680	768	1,686,700	15,379

\* cr. \$57,500,000 for remodelling of wagons and cr. \$204,000,000 for signalling

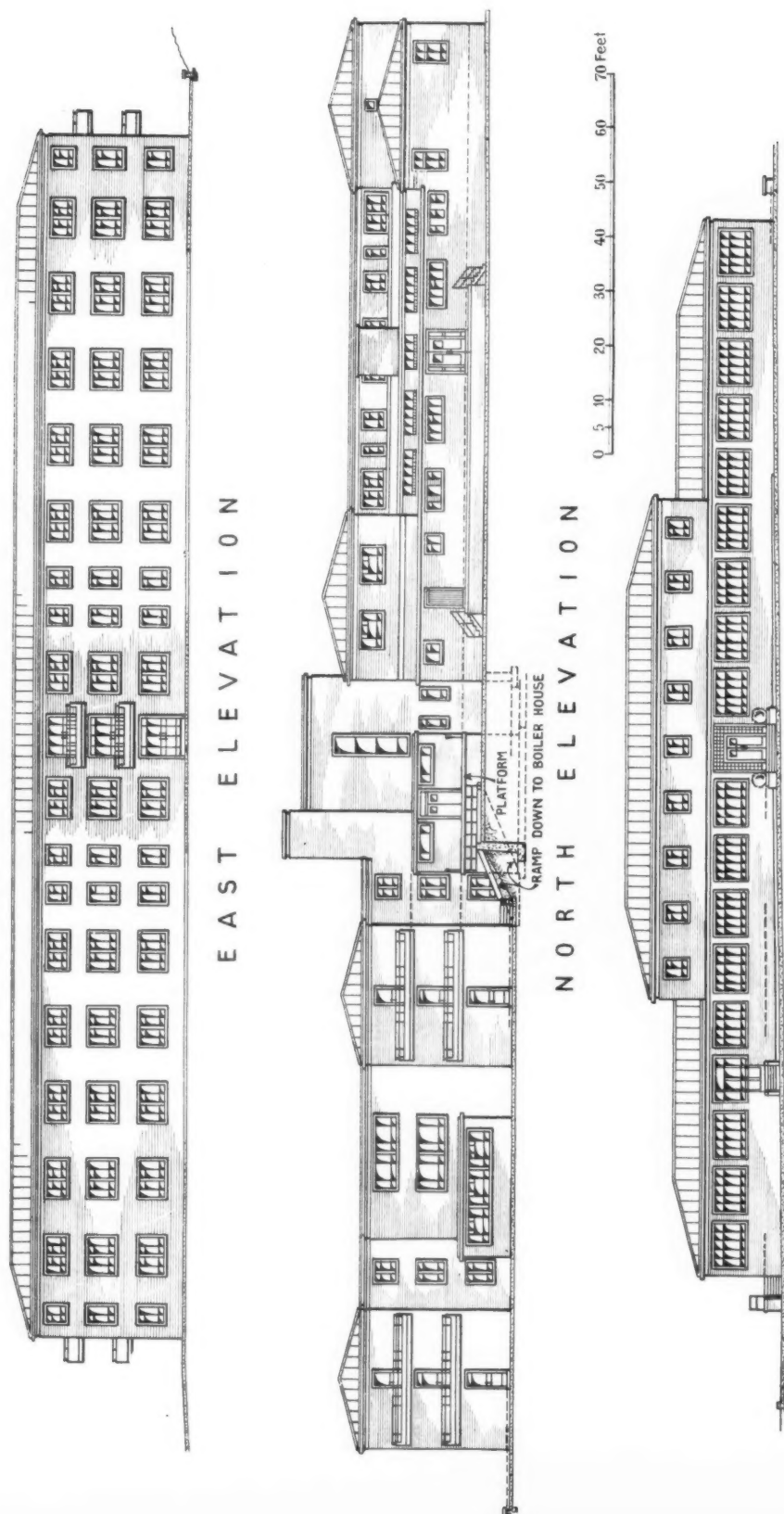
† Includes electric power station cr. \$11,000,000

‡ Includes electric power station cr. \$24,000,000

§ Apparatus only

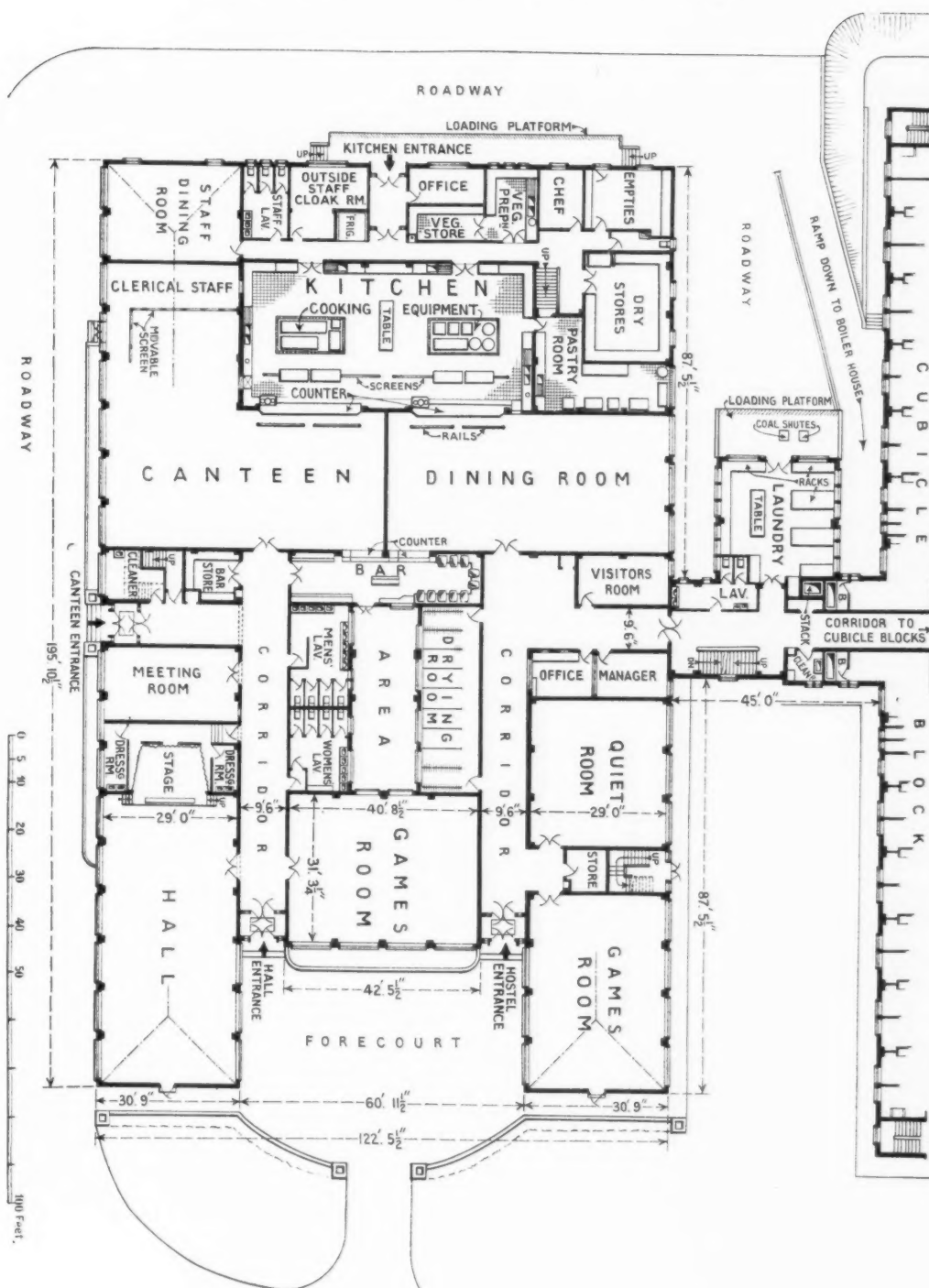


# Old Oak Common Hostel, Western Region

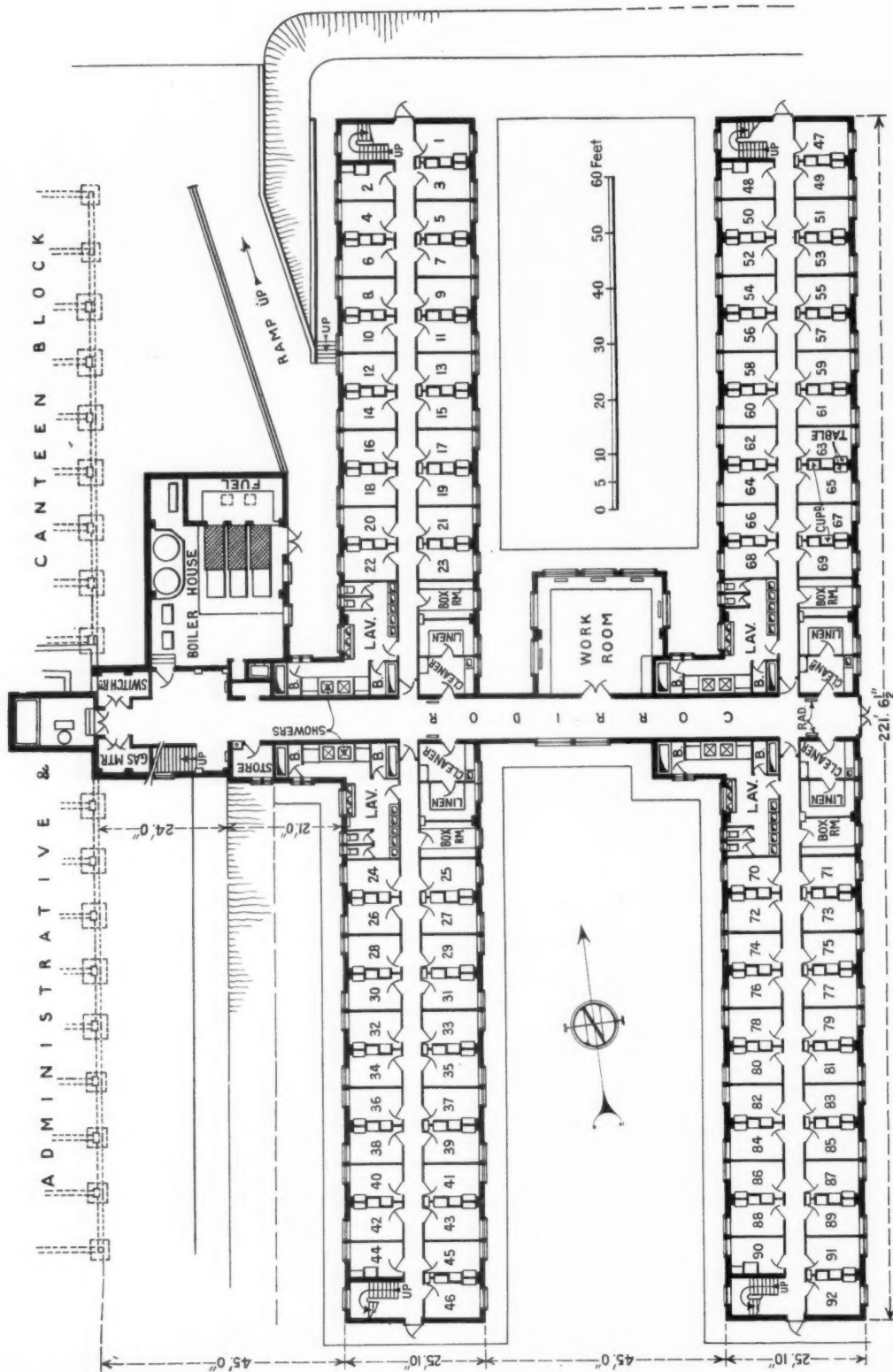


*Elevation drawings of three aspects of Old Oak Common Hostel & Canteen*

## Old Oak Common Hostel, Western Region



Ground floor plan of Old Oak Common Hostel &amp; Canteen, showing principal public rooms



Plan of upper floor showing general arrangement of rooms, Old Oak Common Hostel, Western Region



## Old Oak Common Hostel & Canteen, Western Region

*Canteen and recreational amenities for 2,000 workers and sleeping accommodation for transferred train crews*



*Old Oak Common Hostel Committee*

**D**URING and after the war, the acute shortage of housing and other accommodation caused considerable difficulty in finding lodgings for train crews transferred away from their homes to meet traffic demands at other centres, and it became apparent that it would be necessary to provide hostels at many places to house the men satisfactorily.

The first hostel, with accommodation for 230 men, was provided at Didcot in 1944; since then 16 further residential hostels (including Old Oak Common) have been brought into operation in the Western Region, British Railways, providing for 1,100 men. Apart from hostels, 79 canteens provide a full-scale meal service for staff on duty at principal places in the Western Region.

At Old Oak Common, sleeping coaches provided in 1945 gave accommodation for the transferred train crews, who at one time numbered 289. The coaches were regarded as a purely temporary measure pending the provision of permanent buildings.

The directors of the former Great Western Railway Company approved a scheme for a permanent hostel at Old Oak Common, incorporating many modern facilities for the residents and catering amenities for the whole of the staff employed at the depot, numbering about 2,000 and composed mainly of drivers and firemen, locomotive shed staff, Traffic Department guards, and Yard staff. The approval of the Minister of Transport was obtained, and work on the structure began early in 1947. The premises, with their principal services, were brought into full use on February 20, 1949.

The hostel provides accommodation for 276 residents, with living quarters for the manager and matron and a domestic staff of 23. About 2,000 meals are served daily. A committee representing the residents of the depot staff acts with the management and assists in all matters affecting the interests of the users. The estimated cost, including equipment, is £250,000.

The amenities enjoyed by the 276 residents include: a separate cubicle for each man; baths, showers, lavatory and washing facilities; sick bay with beds for nine patients; drying room for wet and dirty clothing; recreation room with billiards table, darts, table tennis; reading and writing room; workroom for shoe-repairing and hobbies; dining room with seats for 144. Each cubicle is centrally heated and contains a bed, chair, built-in dressing table, and wardrobe. The cubicles are arranged in four blocks of three floors each.

Residents are charged 1s. a night for a cubicle, and pay for their meals as required. Average prices are as follow: breakfast 10½d.; dinner 1s. 2½d.; tea 6d.; supper 10d.

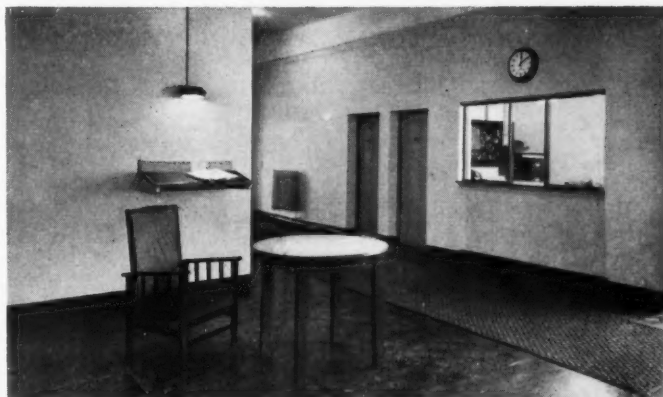
Amenities for the depot staff include a canteen with seating for 224; games room with two billiards tables, darts, and table tennis; concert hall seating 270; meeting room for first-aid classes and committees; washing and lavatory facilities; fully licensed bar operated as a members' club.

The staff employed at Old Oak Common hostel and canteen numbers 63. The new building was constructed by the firm of Tersons Limited, to the design of the Great Western Railway Company's architect.

The staff stationed at Old Oak Common includes about 850 drivers and firemen, 175 locomotive shed staff, 350 carriage and wagon staff, 250 workshop staff, 175 guards, shunters, and traffic staff, and about 200 miscellaneous workers and supervisors, totalling some 2,000 men and women.

**SCOTTISH SEED POTATO TRAFFIC.**—A very successful seed-potato season has just been concluded in Scotland. Gross tonnage handled by all forms of transport up to and including April 30, 1949, was 340,226 tons, representing an increase of 10·2 per cent. on the previous season. Of this total, 338,062 tons were forwarded by rail, an increase of 49·4 per cent. over last year. Coastwise shipping dealt with 2,164 tons as against 70,675 tons a year ago. A total of 153,235 tons was handled at stations on the former L.N.E.R., particularly at Auchtermuchty and stations in Stirlingshire, while from ex-L.M.S.R. stations 184,827 tons of seed potatoes were forwarded, the bulk of the traffic being railed at stations in Angus, The Mearns, and Perthshire. The principal flow of traffic from Scotland was to Lincolnshire and the Eastern Counties of England.

**AMERICAN LOCOMOTIVES AND WAGONS FOR FRENCH AFRICA.**—With E.C.A. funds, France has placed orders in the United States for diesel-electric locomotives and 310 goods wagons for the railways of French North Africa and French Equatorial Africa. Five of the locomotives are to be built by the American Locomotive Company, and seven others by the Baldwin Locomotive Works. The locomotives will be specially designed for service in Morocco, Tunisia, and Algeria for goods trains composed of 40 wagons. The remaining 16 locomotives, of metre-gauge, to be used in French Equatorial Africa, have been ordered from the Whitcomb Locomotive Company, of Rochelle, Illinois. They will be designed to haul 75 wagons. The 310 goods wagons, also for Equatorial Africa, will be supplied by the Magor Car Corporation of Passaic, New Jersey. These wagons and locomotives will go into service on the Dakar-Niger and the Congo-Ocean Railways.

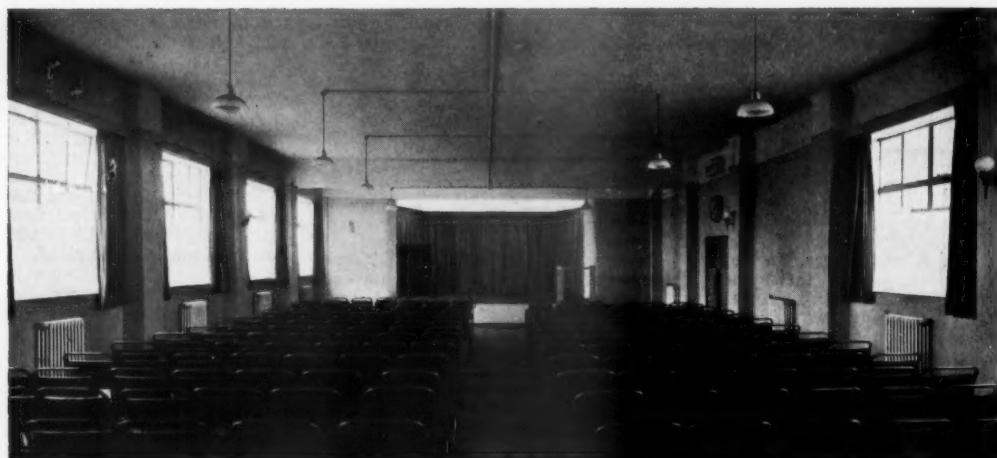


*The reception hall*

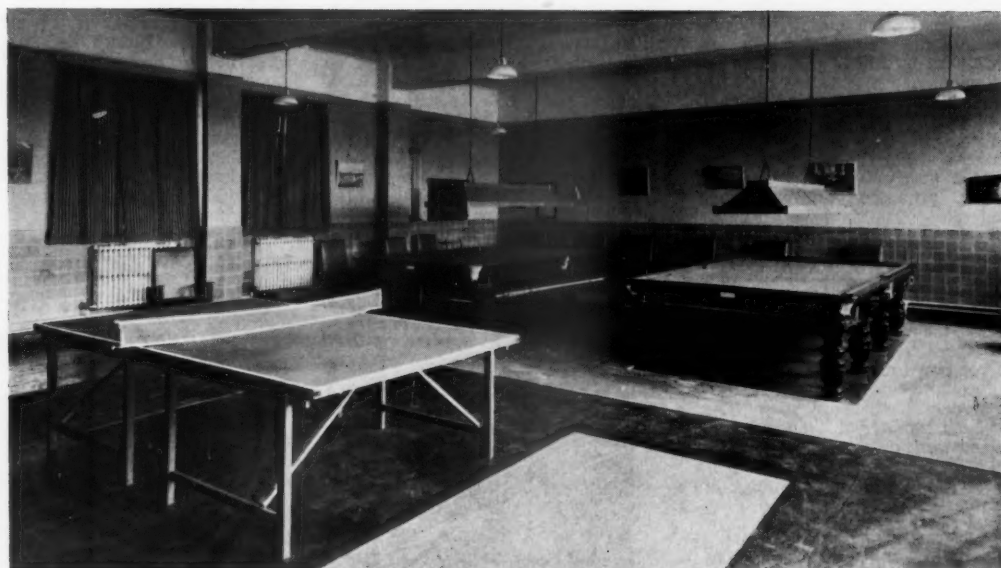
### Old Oak Common Hostel, Western Region



*Exterior of the Hostel from carriage shed*



*Concert hall*



*Games room*

## Old Oak Common Hostel, Western Region



*The kitchen*



*Residents' canteen*



### Old Oak Common Hostel, Western Region



*Quiet room*



*A man's cubicle*

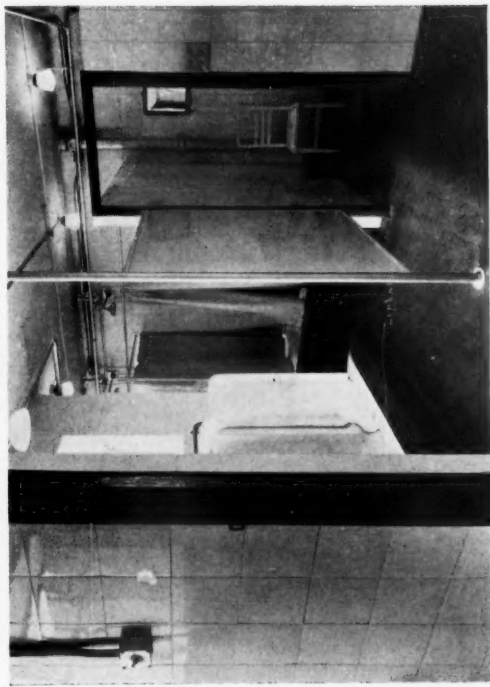


*Drying room*

Old Oak Common Hostel, Western Region



*Sick cubicle*



*Bathroom and W.C.s*



*Linen room*



*Staff rest room*

## New Express Electric Locomotive, S.N.C.F.

*Power-bogie machine which has hauled a light train at more than 100 m.p.h. on trials between Paris and Bordeaux*

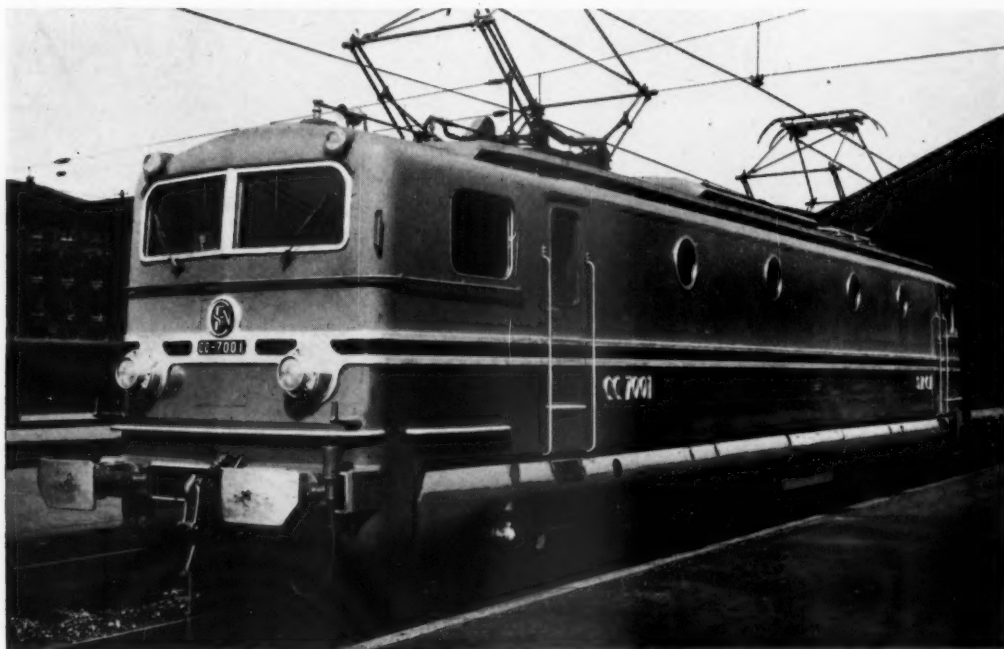
**T**RIAL runs of a new Co-Co type express electric locomotive, CC 7001, on the Paris-Bordeaux line began recently. In the first trial the locomotive, hauling a train of 170 tonnes, covered the distance of 362 miles to Bordeaux in 5 hr. 1 min., as compared with 5 hr. 50 min. taken by the fastest ordinary train on this route. On a test run on May 26 even this fast timing was exceeded and the distance was covered in 4 hr. 26 min. at an average speed of 81.4 m.p.h. It is stated that a maximum speed of 105.6 m.p.h. was reached and that short sections were covered at 102.5 m.p.h.

of the six axles, or eight on each wheel. Length over buffers is 61 ft. 9 in. and wheel dia. 4 ft. 1 in. Power is 4,000 h.p. under 1,350 volts at the feed line. Maximum tractive effort at the drawbar is 63,723 lb.

It is designed for hauling heavy, fast passenger trains, such as those between Paris and Marseilles; electrification of this line as far as Dijon is in hand. For the present it will run on the Paris-Hendaye and Paris-Toulouse routes. It is the first French express locomotive with total adhesion and has the double advantage of an adhesive weight 20 per cent. greater than

type, are entirely suspended from each bogie frame and drive the wheels through hollow shafts and a system of connecting rods fitted with Silentbloks. The axleboxes are also connected to the frame by articulated rods and Silentbloks. The suspension comprises rubber shock absorbers. The tempered and rectified steel gearing works particularly smoothly and noiselessly. A train of 600 tonnes may be hauled on the level at a speed of 100 m.p.h. and a train of 850 tonnes at 85 m.p.h.

This type of locomotive can easily start and haul a train of 600 tonnes on a gradient of 1 in 125, as on the northern approach to Dijon, at 75 m.p.h. without danger of overheating. It may be readily adapted to hauling fast goods trains at speeds of 45 to 65 m.p.h. The normal



*Power-bogie Co-Co express locomotive, French National Railways*

This would appear to be a record for an electric locomotive, as distinct from a rail-car.

The locomotive, built in the Alsthom workshops at Belfort as a prototype for the Paris-Lyons electrification, has two three-axle bogies, each axle motor-driven. Its weight is 96 tonnes, making a load of 16 tonnes on each

that of the heaviest existing engines and a load per axle of less than 20 per cent.; hence it can be run at the highest speeds with less strain on the rails than that of other locomotives. It is fitted with patent mechanical devices ensuring greater stability at high speeds than that of present electric express engines.

The traction motors, of the balanced

weight of such trains is 850 tonnes; with this locomotive it may be raised to 1,100 tonnes.

The locomotive is painted blue, and has a smart appearance. The window frames, the S.N.C.F. monogram, and the ornamental lining are all of a bright, light metal. The driving cabs are comfortable, well lighted, and air conditioned.

**RAILWAY DEVELOPMENTS IN IRAQ.**—With reference to an article in our issue of December 10, 1948, on the Tigris bridge at Baghdad, and an editorial connected with it, the Chief Engineer of the Iraqi State Railways now points out that the final 65-mile length, Erbil-Mosul, of the proposed Kirkuk-Mosul extension is not included in the present construction programme. He also remarks that there has been no vibration due to trains crossing the Hindiyah barrage during the past 15 years, as vehicles have had to be hand-shunted across during this period. The selection of viaduct approaches to the Tigris bridge was, he explains, due to economic considerations and difficulty in

obtaining earth fill, and not to spill water. The Chief Engineer adds that the trestles in these viaducts are carried on 14-in. square piles 28 ft. to 35 ft. in length, four under each trestle.

**PERMITS FOR GOODS VEHICLES OPERATING OUTSIDE 25-MILE LIMIT.**—Under the Transport Act, 1947, the Minister of Transport has made the Goods Vehicles (Permits) Regulations, 1949, and, for the purposes of Section 53 of the Act, the Goods Vehicles (Applications for Original Permits) (Appointed Day) Order, 1949. The regulations provide the machinery by which hauliers can apply to the Road Transport Executive for permits to carry goods out-

side the 25-mile limit which will come into force when the Minister makes a further Order for this purpose under Section 52 of the Act. This is unlikely to be this year, but hauliers who want to apply for original permits under Section 53 of the Act must do so between July 1, the day appointed by the present Order, and July 31 of this year. Applications for these permits may be made only by hauliers who were carrying on a haulage business under "A" or "B" licences or corresponding defence permits on November 28, 1946. The Road Transport Executive is issuing information as to how application forms can be obtained, together with an explanatory memorandum.



## RAILWAY NEWS SECTION

## PERSONAL

Mr. H. B. Bowen, Chief of Motive Power & Rolling Stock, Canadian Pacific Railway, since 1928, has retired, after 44 years service. He is succeeded by Mr. W. A. Newman, Manager of the company's Department of Research since its formation in 1945, who will remain Manager of the Research Department, with Mr. F. V. Stone assuming wider responsibilities on his promotion to the position of Assistant Manager of that department.

Mr. J. C. Arkless and Mr. E. N. Robinson have been co-opted to the board of A. Reyrolle & Co. Ltd.

machinery, and that organisation has consented to release him for his new post.

Mr. W. A. Smyth has resigned his post as Chief Production Engineer, Chief Mechanical Engineer's Department, Eastern & North Eastern Regions, British Railways, and has been appointed General Manager of Henry Meadows Limited.

Mr. D. M. Hambly, who last year relinquished the post of Director, Civil Engineering, Railway Department, Government of Pakistan, after nearly 27 years service on the North Western Railway (India), has been appointed General Manager, Braithwaite, Burn & Jessop Construction Co. Ltd., Calcutta.

W. H. Stebbings, Examinations Assistant, to be Examinations Officer; Miss J. F. O. Lilley, Library Assistant, to be Librarian.

Mr. V. Nilakantan, who has been appointed Member, Staff, Railway Board, India, was until recently General Manager, East Indian Railway. He was born at Trivandrum in Travancore State in 1902, and was educated at Trivandrum and the College of Engineering at Guindy (Madras), graduating as Mechanical Engineer in 1925. He joined the Great Indian Peninsula Railway as Assistant Traffic Superintendent in 1926, and subsequently served in various capacities, holding positions in the Office of the Chief Transportation Superintendent and in the Bhusa-



**Dr. H. E. Merritt**

Appointed Chief Research Officer,  
British Transport Commission



**Dr. P. Buchli**

Appointed Manager of the Rhaetian  
Railway



**Mr. V. Nilakantan**

Appointed Member, Staff, Railway Board,  
India

Dr. Henry Edward Merritt, M.B.E., D.Sc. (Eng.), M.I.Mech.E., who, as recorded in our May 13 issue, has been appointed Chief Research Officer to the British Transport Commission, is 49 years of age. He served an engineering apprenticeship with Vickers Limited, and in 1925 joined David Brown & Sons (Huddersfield) Limited as Research Engineer, later becoming Chief Engineer. He travelled extensively in Europe, America and the U.S.S.R. in connection with the development of a wide range of transport and industrial machinery. In 1937 he was appointed by the War Office to take charge of tank design, and as Director of Design, Mechanisation Board, was responsible for the initiation in 1940 of the "Churchill" tank and for many of its constructional features. His researches into the steering of track-laying vehicles led to his invention of a new transmission system and as Technical Director of David Brown Tractors Limited he devoted the remainder of the war period to the development of that transmission and its application to all subsequent British heavy tanks; his work was recognised by the Royal Commission on Awards to Inventors. In 1945 Dr. Merritt joined the Nuffield Organisation, to undertake further research and development work in connection with road and military vehicles and agricultural

Dr. P. Buchli, who, as recorded in our May 13 issue, has been appointed Manager of the Rhaetian Railway, from July 1 next, was born in 1904, and was educated at the Verkehrsschule, St. Gall, and at the Universities of Zurich, Paris and Berne. From 1927 to 1935 he was Director of the local tourist office and travel agency in Flims, a summer health resort and winter sports centre in the Grisons; and from 1935 was Assistant at the Federal Transport Office, Berne, particularly charged with problems of tourist traffic. Since 1942 he has been Chief of the Tourist Section in the Federal Transport Office. For the official book published on the occasion of the centenary of the Swiss railways (first volume, published in 1947) Dr. Buchli wrote the chapter on "Railways in Connection with Tourism in Switzerland."

Mr. Harold Hodgson, formerly Chief Railway Service Representative, Sheffield, London Midland Region, British Railways, has taken up an appointment as Manager of the Railway Rates Department of Thos. W. Ward Limited.

The following appointments have been made on the Institute of Transport staff: Mr. H. C. Tree, Accountant, to be Assistant Secretary; Mr. A. G. Griffiths, Librarian, to be Assistant Secretary; Mr.

wal and Jhansi Divisions. In 1940 he was appointed Deputy-Director, Establishment, in the Railway Board's Office, and held that post until 1943, when he returned to the G.I.P.R., as Deputy General Manager (Staff). He was posted as Divisional Superintendent, Bhusawal, in 1944. A year later Mr. Nilakantan was appointed Secretary to the Railway Board. In August, 1947, he was appointed Member of the Railway Board for Refugee Movement, and in December of that year was made General Manager, East Indian Railway.

We regret to record the death on May 30, in his 64th year, of Mr. R. J. M. Whibley, Sales Manager of the Churchill Machine Tool Co. Ltd.

Mr. R. Beveridge, formerly Commercial Manager of Scottish Motor Traction, has been appointed General Manager, and Mr. R. Harrison succeeds him in the position of Commercial Manager. Mr. J. Mack, formerly Traffic Superintendent, now becomes Traffic Manager.

Sir Russell Kettle, Senior Partner in Deloitte, Plender, Griffiths & Company, has been appointed President of the Institute of Chartered Accountants for 1949-50. He succeeds Mr. B. H. Binder, Senior Partner in Binder, Hamlyn & Company.

**Mr. G. Lovelady**

Appointed Assistant (Freight Services), Operating Superintendent's Office, Euston, London Midland Region, British Railways

Mr. G. Lovelady, District Operating Superintendent, Leicester, London Midland Region, British Railways, who was recently appointed Assistant (Freight Services), Operating Superintendent's Office, Euston, joined the L.N.W.R. in 1906 at Liverpool. After service there and at Crewe, he served in H.M. Forces from 1914 to 1919. He resumed railway duty as Relief Controller, Edge Hill and Warrington Districts, and in 1920 went to the District Superintendent's Office, Liverpool, before being transferred to Manchester (Hunt's Bank) on the amalgamation of the L.N.W.R. and L.Y.R. in 1922. In 1924 he was transferred to the Trains Office, Crewe, L.M.S.R., and in 1931 was appointed Assistant District Controller, Warrington. Two years later he became Head Office Inspector, Freight Services Section, Midland Division, Derby, which position he held until 1939, when he was appointed Head of Merchandise Services Section, Chief Commercial Manager's Department. Mr. Lovelady was made Assistant, Freight Services Section, Chief Operating Manager's Department, in the next year, and in 1945 was appointed District Operating Manager, Leeds. He was appointed District Operating Manager, Leicester, in 1946, and was re-designated District Operating Superintendent in 1948.

Mr. L. P. Parker, O.B.E., B.Sc., M.I.C.E., M.I.Mech.E., M.I.Loco.E., who has been appointed Motive Power Superintendent, Eastern Region, British Railways, was educated at Bancroft's School and London University, and served his apprenticeship at the Stratford works of the G.E.R. He gained a Whitworth Exhibition, and was King's prizeman in Applied Mechanics, and City & Guilds Medallist in Electrical Engineering. After a period in the drawing office and Works Manager's Office he joined the Locomotive Running Department, and after holding various positions was appointed Assistant District Locomotive Superintendent, Norwich. On a reorganisation he became District Mechanical Assistant at Norwich, and then transferred to the Operating Department as Assistant Divisional Superintendent at Cambridge and Stratford, respectively, later moving again, to the Chief Mechanical Engineer's Department as District

**Mr. L. P. Parker**

Appointed Motive Power Superintendent, Eastern Region, British Railways

Mechanical Engineer. After amalgamation in 1923 he became District Locomotive Superintendent, Stratford. He was appointed Locomotive Running Superintendent (Eastern Section) in 1941, becoming Motive Power Superintendent (Eastern Section) last year. Mr. Parker was Chairman of the R.E.C. Coal Committee during the war, and is at present a member of the Ministry of Fuel & Power Fuel Efficiency Committee and Chairman of the Railway Executive Fuel Efficiency Committee. He is a serving Brother of the Order of St. John, and before the operation of the National Health Service was a Life Governor of several hospitals.

**LONDON MIDLAND REGION APPOINTMENTS**  
The following appointments are announced in the London Midland Region, British Railways:—

Mr. T. P. Strafford, District Traffic Superintendent, Carlisle, to be District Operating Superintendent, Leicester.

Mr. J. E. Wherrett, Head of Revenue Section (Coal), Commercial Superintendent's Office, Euston, to be Mineral Agent, St. Pancras.

Mr. N. Powell, Assistant Divisional Controller (Freight Services), Divisional Operating Superintendent's Office, Manchester, to be Divisional Controller (Freight Services), Divisional Operating Superintendent's Office, Manchester.

Mr. J. R. Yates, Senior Clerk (Diagrams, Train Timings & Freight Trains Arrangements), Divisional Operating Superintendent's Office, Manchester, to be Assistant Divisional Controller (Freight Services), Divisional Operating Superintendent's Office, Manchester.

Mr. F. K. Coombs, Assistant Yardmaster, Rotherham, to be Assistant to District Operating Superintendent, Birmingham (W).

Mr. R. Whatling, Chief Clerk, Garston Docks, to be Assistant to District Commercial Superintendent (Docks), Barrow.

Mr. W. A. Wild, Assistant District Motive Power Superintendent, Wellingborough, to be Assistant District Motive Power Superintendent, Nottingham.

Mr. W. Sidwell, Assistant Motive Power Superintendent, Gloucester, to be Assistant District Motive Power Superintendent, Wellingborough.

**Mr. M. J. V. O'Neill**

Appointed Works Manager, Inchicore, Coras Iompair Eireann (Irish Transport Company)

Mr. M. J. V. O'Neill, who has been appointed Works Manager, Inchicore, Coras Iompair Eireann (Irish Transport Company), comes from Cork, where he was educated at the Christian Brothers' College. He completed his apprenticeship in the Locomotive Department of the Great Southern & Western Railway at Inchicore Works in 1918, and in 1920 became Carriage & Wagon Inspector. He was appointed Outdoor Assistant to the Chief Mechanical Engineer in 1939, with responsibilities in connection with workshop and running shed operations. In 1942 he became Works Assistant at Inchicore, in 1945 Assistant Works Manager. Two years ago he was appointed Production Superintendent, from which position he has now been promoted.

Mr. E. W. Arkle has been appointed a Director of the Northern General Transport Co. Ltd., in place of Mr. J. E. M. Roberts, resigned.

Lord Llewellyn has been elected President of the Federation of Chambers of Commerce of the British Empire, in succession to Lord Balfour of Inchrye. The new Chairman of the council is Mr. John McLean, and the Deputy-Chairman Sir Percy H. Mills.

Subsequent to the death of the Chairman, Sir Frederick Heaton, and the resignation of Commander R. St. John as Managing Director, Lord Brabazon of Tara has been elected a Director, and Chairman, of Daimler Hire Limited, and Mr. J. A. Falconer has been appointed Managing Director. Mr. James Leek has been elected a Director.

#### ROAD TRANSPORT EXECUTIVE

The Road Transport Executive has announced the following appointments:—

Mr. G. N. Daffern, of Courtalds Limited, to be Divisional Staff & Welfare Officer for the North Western Division (Freight).

Mr. R. W. Keetch, Managing Director, R. Keetch & Son Ltd., W. Clark (Nottingham) Limited and John Keetch Limited, to be District Manager for the Notts & Derby District of the Midland Division (Freight).

**The King's Birthday Honours List**

The following is a first selection of honours of transport and industrial interest from the King's Birthday list:—

**Knights Bachelor**

Mr. John Green, J.P., Director, Thos. Firth & John Brown Limited, Chairman of the Central Conference of the Engineering & Allied Employers' National Federation.  
Mr. John Ernest James, Chairman, Lancashire Steel Corporation Limited.

**Order of Merit**

Sir Robert Robinson, M.A., LL.D., D.Sc., F.R.S., President of the Royal Society since 1945.

**K.C.M.G.**

Mr. Cyril Augustin Birtchnell, C.B., Deputy-Secretary, Ministry of Transport.

**C.V.O.**

Mr. Gilbert Matthews, C.B.E., Operating Superintendent, Western Region, British Railways.

**C.B.**

Mr. Sidney John Page, M.C., Under-Secretary, Ministry of Transport.

**C.B.E.**

Mr. Gordon Harvey Attwell Field, Director of Research, Aluminium Laboratories, Limited.

Mr. Arthur Montague Holbein, Director & Chief Engineer, Demolition & Construction Co. Ltd.

Mr. William John Killingback, O.B.E., lately Assistant Secretary, Ministry of Transport.

Mr. Frederick August Andrew Menzler, Chief Development & Research Officer, London Transport Executive.

Mr. Robert Minshall Stone, Secretary, British Iron & Steel Federation.

**M.B.E.**

Mr. Ernest Mathews, Stationmaster, Waterloo, Southern Region, British Railways.

**MANILA RAILWAY SCHEME.**—Debenture stockholders of Manila Railway Company (1906) on May 19 approved resolutions for extending the moratorium commenced in 1943. Sir S. Findlater Stewart, the Chairman, said there had been no change in the position since the issue of the board's circular on April 5. The company had been in cable communication from time to time with Manila with the object of arranging for representatives to visit the Philippines. At the "A" debenture holders' meeting, Mr. R. C. Hitchcock contended that an extension of the moratorium would advance the interests of preference and ordinary holders at the expense of debenture holders. Debenture holders, he suggested, should foreclose on the company's underlying asset, the holding of Manila Railroad Refunding Mortgage bonds. The chairman said that the course to adopt was a matter of opinion, but looking at all stockholders' interests and in consultation with the trustees and debenture holders' committee, the board considered that the present scheme was best. The resolution was defeated by four votes to one, but after the chairman had announced that he held proxies in favour totalling £234,574 of stock, the opposition withdrew their votes. Only three holders attended the "B" debenture meeting. The chairman carried the motions by utilising the proxies he had received, amounting to £174,600 of stock.

**Parliamentary Notes****British Transport Commission Bill**

The British Transport Commission Bill was read the third time and passed in the House of Commons on June 2.

**Questions in Parliament****Railway Labour Disputes**

Mr. Oliver Stanley (Bristol, West—C.) on June 1 asked the Minister of Labour if he had any further statement to make regarding the position on the railways.

Mr. George Isaacs (Minister of Labour): Yes, Sir. The Railway Executive yesterday made proposals to the executives of the National Union of Railwaymen and the Associated Society of Locomotive Engineers & Firemen for joint action designed to explain to the men the conditions under which lodging away from home will apply on the East Coast route, and to give them an assurance that the whole matter would be carefully and sympathetically considered. The N.U.R. has indicated that it has not found it possible to co-operate with the Railway Executive in this matter.

As regards the Sunday strikes in the North Eastern Region, my attention has been drawn to a report that the N.U.R. executive regrets its inability to take further action. In the circumstances, on my instructions a letter in the following terms has been addressed to the General Secretary of the Union this morning. The letter reads:—

"The Minister's attention has been drawn to a report in the press that, following the talks which your executive had with the Railway Executive regarding the Sunday strikes in the North Eastern Region, a statement was made on behalf of your executive regretting its inability to take further action. The Minister finds it difficult to believe the accuracy of this report in face of the serious dislocation of railway traffic and the inconvenience to the travelling public caused by these Sunday strikes. He has accordingly asked me to invite your executive to inform him of the steps which it is taking to ensure there will be no continuance of this form of unofficial action."

As regards the negotiations on the wage claim, I am informed that invitations to a meeting on Friday have been addressed to and accepted by the N.U.R., the Railway Clerks' Association, the employees' side of the Shopmen's Council and the A.S.L.E.F.

On June 2, Mr. Stanley asked the Minister of Labour whether he had any further statement to make about the situation on the railways.

Mr. Isaacs: Yes, Sir. I am glad to be able to inform the House that, following correspondence with the General Secretary of the N.U.R., a meeting took place late last night between officers of my department and representatives of the Union, at which the Union made it clear that it disapproved of the unofficial Sunday strikes and that it was anxious that they should cease. The N.U.R. executive has now informed me that it has accepted the recommendation of its representatives at that meeting which will enable it and the executive of the A.S.L.E.F. to make efforts jointly tomorrow to ensure that the Sunday stoppages will not recur and so facilitate further discussions on the whole question of additional lodging turns. The Railway Executive is assisting in the arrangements for tomorrow's meeting.

Mr. Anthony Eden (Warwick & Leamington—C.) on June 3 asked the Minister of Labour if he could give any further information about the railway situation.

Mr. Ness Edwards (Parliamentary Secretary, Ministry of Labour): Yes, Sir. I understand that the meeting, at which officials of the N.U.R. and A.S.L.E.F. are meeting the delegates of the men concerned in the Sunday stoppages, is now taking place at York. I am pleased to confirm that the union executives are taking all steps to get their recommendations accepted.

Mr. Eden: I think that the House will welcome what the Parliamentary Secretary has said. Can he meanwhile tell us anything about the "go-slow" movement and what is happening in that respect; and whether it is affecting, as I am told it is, the despatch of luggage to holiday makers?

Mr. Ness Edwards: Yes, Sir. This is causing some public inconvenience. Meetings are being held, I understand, at the depots this morning to convince these men that they are not helping the negotiations by the action in which they are indulging. I am sure that, if they do not accept the advice of their leaders, they will earn public condemnation and the censure of their fellow trade unionists.

**Pilferage on the Railways**

Mr. William Shepherd (Bucklow—C.) on May 30 asked the Minister of Transport what had been the amount of pilferage on the railways in 1938, 1946 and 1947, respectively.

Mr. Alfred Barnes (Minister of Transport): Separate figures for pilferage are not available, but the amounts paid by the railway companies in respect of claims for articles lost or stolen in 1938, 1946 and 1947, were, respectively, £180,462, £2,441,023 and £2,671,383.

Mr. Shepherd: Is the Minister able to confirm that the figure for last year is even more disastrous than for 1947, and will he say what the Railway Executive is doing to save this wholesale loss?

Mr. Barnes: As Mr. Shepherd knows, last year is a matter for the British Transport Commission, but figures have been got out and I have arranged for them to be forwarded to Mr. Shepherd.

**Liverpool Street-Shenfield Railway Electrification**

Mr. Thomas Macpherson (Ilford—Lab.) on May 23 asked the Minister of Transport if he had any further information concerning the date when the electrification of the line between Liverpool Street and Shenfield would be completed and the service in operation.

Mr. Alfred Barnes (Minister of Transport): I understand that the British Transport Commission hopes to bring this electrification scheme into service by the end of the year.

Mr. Macpherson: In view of the continued unsatisfactory state of the service, will the Minister promise to do something to accelerate the completion of this work? It is most desirable that the work should be completed and the service in operation before the winter.

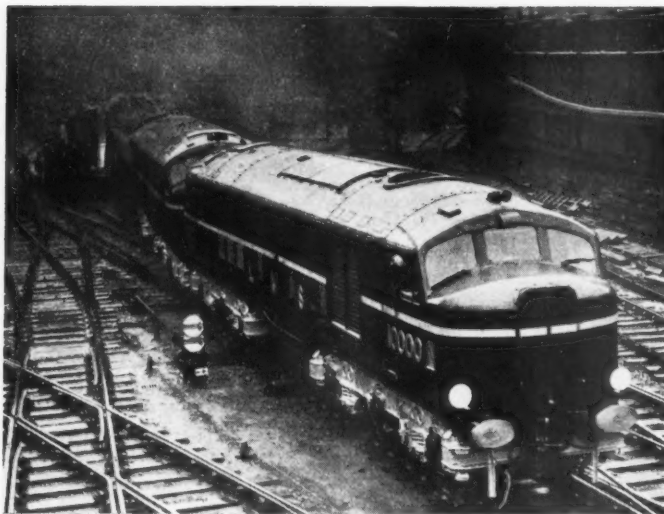
Mr. Barnes: I cannot indicate that I can use any special measures to accelerate the work, but I can assure Mr. Macpherson that the British Transport Commission is fully alive to the travelling difficulties in this area and that it will certainly press on as urgently as possible.

Mr. Ernest Davies (Enfield—Lab.): When this work is completed, will the Minister prevent the dispersal of the labour force engaged on such valuable work, and transfer it to the electrification of the Liverpool Street to Enfield line?

Mr. Barnes did not reply.



## Trial Run of L.M.R. Twin-Unit Diesel



*L.M.R. twin-unit diesel-electric locomotive with the "Royal Scot"*

THE designers and builders of the London Midland Region main-line diesel-electric units Nos. 10000 and 10001 have every reason to be satisfied with the performance of this twin-unit locomotive in working the "Royal Scot" non-stop from Euston to Glasgow on June 1.

The journey was undertaken to prove the capacity of this locomotive for sustained running, rather than to attain any exceptionally high speeds, and in addition to its normal complement of passengers the train was carrying two extra coaches reserved for an official party, which included technical officers of British Railways and representatives of The English Electric Co. Ltd., which firm collaborated with the former London Midland & Scottish Railway in the design of the locomotive and was responsible for the design and construction of the power unit.

The official party included Mr. R. A. Riddles, Member, Railway Executive, Mr. H. G. Ivatt, now Chief Mechanical Engineer of the London Midland Region, under whose general supervision the locomotive was built, and Sir George Nelson, Chairman & Managing Director of The English Electric Co. Ltd.

With the two extra coaches added to the normal 14-coach train, the total tare load

was 520 tons, and the gross load, including passengers and luggage, was about 545 tons. With the 255-ton locomotive the total moving load was about 800 tons.

The aim of the journey was to complete the distance of 401.4 miles without any intermediate stop, and as the timing of 8 hr. 25 min. includes considerable margins for the recovery of time lost, it was inevitable that spells of maximum output would be followed by slow running.

Out of Euston the start was made without the usual rear-end assistance up the 1 in 70-112 to Camden. The locomotive was worked up the grade at full throttle, and the times of 2 min. 32 sec. to Camden No. 1 box (1.1 miles) and of 8 min. 13 sec. to Willesden Junction (5.4 miles) were probably the shortest ever made out of the terminus with a load of this magnitude.

A speed of 71½ m.p.h. was attained at Wolverton, and the rising gradient from there to Roade cutting, 1 in 326-410-330, was climbed steadily at 66 m.p.h.; a rapid acceleration to 74 m.p.h. through Blisworth was followed by an easing, but speed rose again to 70½ m.p.h. at Weedon, and this was maintained unvaryingly up the 1 in 320-415 to Welton. So the 35.9 miles from Bletchley to Rugby were run in 32 min. 59 sec. (schedule 37 min.).

Beyond Milnthorpe the engine was opened up again to full throttle, and as a result the unusual speed of 60 m.p.h. was attained on the rising gradient between Hincaster Junction and Oxenholme, which was passed at 52½ m.p.h. Up the lengthy 1 in 124-131 to Lambrigg Crossing, speed did not fall below 51 m.p.h., but signals were "on" at Mosedale Hall, and an uninterrupted climb was not possible.

The ascent of Shap also was hampered by a permanent way slowing through Tebay at the foot of the final climb. From this, the locomotive recovered to 41 m.p.h. up 1 in 146; then, on the 4 miles at 1 in 75, speed fell gradually to 33½ m.p.h. in 2 miles, and was sustained at between 32½ and 33 m.p.h. for the remaining 2 miles. In spite of the two checks, the 31.4 miles from Carnforth to Shap Summit were run in 41 min. 12 sec., or 7¼ min. less than the 49 min. allowed.

North of Carlisle the locomotive found no difficulty in sustaining 56½ m.p.h. up the 1 in 200 from Gretna; matters were then taken easily until the approach to Beattock Station, where speed was allowed to drop to 37½ m.p.h. Again there was an opening out to full throttle. This caused an acceleration up 1 in 202 to 51 m.p.h. at Beattock Station, where Beattock bank proper begins. For the first 2½ miles, this is at 1 in 88, which brought the speed down to 44 m.p.h. The remainder has an average of 1 in 75, and at the end of successive miles the speeds were 39½, 37, and 33½ m.p.h. (milepost 45). From here onwards there was little variation in the speed. From Beattock to Summit the time taken for the 10.0 miles was 16 min. 25 sec., as compared with the 20 min. allowed.

### INFORMAL RECEPTION AT GLASGOW

At the end of the run there was a reception at the Central Hotel, Glasgow, presided over by Mr. R. A. Riddles, when details of the journey and of the performance of the locomotive were given, and afterwards there was an informal dinner at which Mr. Riddles again presided.

Mr. Riddles, thanking all who had helped to make the demonstration run a success, said that the present joint effort of British Railways and The English Electric Company would be viewed with interest in all parts of the world, for it represented yet another achievement by British industry.

Sir George Nelson said that his firm, like the British railways, had over 100 years of experience behind it. This country had two great assets, one of which was coal, and the other, ability to manufacture goods for export to all parts of the world.

Mr. T. F. Cameron, Chief Regional Officer, Scottish Region, also spoke.



*Sir George Nelson, Mr. R. A. Riddles, and Mr. H. G. Ivatt at a reception in the Central Hotel, Glasgow, after the Euston-Glasgow run*



*Mr. T. F. Cameron speaking at an informal dinner in Glasgow. On his right are Mr. R. A. Riddles, Sir George Nelson, and Lt.-Colonel H. Rudgard*

## Indian State Railways Dinner, 1949

*The principal speaker painted a vivid picture of the difficulties overcome by Indian railways since 1947*

The annual Indian State Railways dinner was held on May 30, 1949, at the Hotel Rembrandt, Thurloe Place, S.W. Sir Leonard Wilson, K.C.I.E., a former Chief Commissioner of Railways, was in the chair, and the principal speaker was Mr. W. Hood, O.B.E., more recently General Manager of the G.I.P.R., and Member of the Railway Board.

There were 170 officers of the various railways present, namely:—

### N.W.R. (53)

Messrs. H. B. Adams, M.B.E.; W. A. Anderson, C.I.E.; B. C. L. Bean, O.B.E., V.D.; P. S. A. Berridge, M.B.E.; V. H. Boalch, C.B.E.; F. S. Bond; R. R. Byron; D. Colin Campbell, C.I.E.; Colonel H. E. C. Cowie, C.B.E., D.S.O.; Messrs. B. C. Drummond; G. J. Eades; T. G. R. Eagan; C. J. Elias; Lt.-Colonel W. T. Everall, O.B.E.; Messrs. L. Flatt, C.I.E., V.D.; H. D. Furley; W. E. Gelson; E. P. Gildea; W. E. Grant; H. D. Green; M. S. Gregory, M.C., V.D., O.B.E.; R. Hand-Paterson; J. E. Heining; J. C. Hight; H. Hinton-Cooper, C.I.E.; T. H. B. Jones; T. W. Kneale; Lt.-Colonel D. McMullen, R.E.; Messrs. E. L. Manico; M. Meldrum; B. Moody, V.D.; F. R. Morgan; H. M. R. Morse; B. P. Myers; A. W. Nuttall; J. W. Ogle; G. A. Plank; H. W. Puttick; L. C. Ryan; A. M. Sims, C.I.E.; W. J. Sorby, V.D.; C. E. Spurgeon; W. Surang; S. S. Stubbs; E. B. N. Taylor; R. O. C. Thompson, O.B.E., M.C.; G. Thomson; M. N. Varvill; Colonel Sir Cusack Walton, D.S.O.; Messrs. F. M. Wardle; J. S. F. Yates; Colonel Rowland Yates; and Mr. H. N. Young.

### G.I.P.R. (34)

Messrs. W. G. Alcock; S. Barber; H. H. C. Barton; D. S. Burn, C.I.E.; J. Clegg; C. M. Cock; Lt.-Colonel E. Colvin, C.I.E.; Messrs. J. N. Compton, O.B.E.; H. E. Cox; Sir George Cuffe; Colonel R. Emerson, C.I.E., O.B.E.; Messrs. F. L. Ensor; A. J. Frazer; C. F. Hall; R. J. Harris; W. Hood, O.B.E.; D. H. Hewitt; T. F. Hill; L. H. Hoyle; E. Ingoldby, C.I.E.; L. S. Johnson; F. G. Langdon; R. Milne; A. Pickard, M.B.E.; W. H. J. Pyne; J. B. Remington; C. I. Routh; E. W. Russell, V.D.; E. C. B. Thornton, M.B.E.; F. Vibart; Sir Leonard Wilson, K.C.I.E.; Messrs. D. Williams, V.D.; A. E. Williams, O.B.E., V.D.; and J. M. D. Wrench, C.I.E.

### M. & S.M.R. (21)

Sir George Armstrong; Messrs. W. J. Bannister; W. O. Brown, M.B.E.; N. Carroll; W. Cathrow; Sir Harold Colam, Kt.; Messrs. V. J. Crow; E. G. Cullen, M.B.E.; R. A. Dickenson; W. G. Latham; W. E. Marsh; R. de K. Maynard; G. W. Molle; R. J. Perry; E. L. Roberts, M.C.; O. St. C. Sarkies; H. L. W. Stevens; B. J. Tapner; A. C. Turner, M.B.E.; D. O. Thomas; and R. H. Warde, M.C.

### B. & A.R. (16)

Messrs. J. H. Bavin; F. H. Bibra; G. S. Boquet, C.I.E.; D. Cardew; C. H. Griffiths; P. L. J. Hands; Sir Gordon Hearn, C.I.E., D.S.O.; Messrs. H. A. Joscelyne; K. E. Leaver; F. E. Musgrave, M.C.; H. M. Read; P. H. Sarma; C. N. Silvester; F. A. Smith, M.B.E.; B. G. Smith, O.B.E.; and W. A. H. Watts.

### B.N.R. (13)

Messrs. S. J. P. Cambridge, O.B.E.; W. J. Coode; N. H. Cour-Palais; P. F. Dennison; J. E. Embleton; W. G. Hornett; W. H. C. Kelland, C.B.E.; R. A. Leakey; J. H. Morris, O.B.E., M.C.; W. P. O'Callaghan; J. A. Parker, M.C.; R. A. Phillips; and V. T. Widery.

### E.I.R. (11)

Messrs. S. C. Badhwar; G. W. Browne; A. J. Doran; J. C. Gibson; G. I. Hewitt; C. G. B. Hinchey; J. C. Lamb; Sir Robert

Martini, Kt.; Messrs. P. M. Rose Meyer; G. W. N. Rose; and O. Tucker, O.B.E.

### B.B. & C.I.R. (9)

Messrs. J. S. Bearcroft; R. Butterfield, C.I.E.; T. D. Macintosh, O.B.E.; B. H. Mayes; J. W. Maye; J. W. McWilliam; W. R. S. Morley, M.B.E.; E. N. Soper; and G. E. H. Williams.

### S.I.R. (8)

Messrs. A. C. Flower, V.D.; E. C. Lightbody, M.C.; C. R. Martingell; W. R. Oaten, O.B.E.; H. A. Reid, C.I.E.; Lt.-Colonel L. S. Sanson; Messrs. W. E. Sargisson; and H. E. Thompson.

### Burma Railways (3)

Messrs. T. E. M. Cameron, M.B.E.; C. J. Downing; and N. Johnson.

### O. & T.R. (2)

Messrs. G. A. Rowlerston, M.C., and C. G. Stuart, A.F.C.

After proposing the Loyal Toast, the Chairman said that though he would be as brief as possible, he felt he must say that this annual gathering could never be the success it was without Mr. Calder, the Honorary Secretary and organiser, to whom those present owed a great debt for the hard work he had put in for months past. He was glad to see several Indian officers present, and especially Mr. Badhwar, who had been Secretary of the Railway Board, and was going back as Member, Engineering.

Sir Leonard Wilson then introduced the principal speaker of the evening, Mr. W. Hood, who was General Manager, G.I.P.R., 1946-48, and subsequently Member, Engineering, Railway Board. He hoped that as Mr. Hood was one of the most recently returned senior officers, he would tell them all about current affairs in India.

### MR. HOOD'S SPEECH

Mr. Hood opened his address by saying:—"I accepted the invitation to speak tonight, not because I feel qualified to entertain you either in the bright and breezy fashion I think necessary after having dined well and wine wisely, nor with anything new; but because I was charged with being the last senior man from school. I have doubts if I am that, but have had no time to verify this, and hence I am on my feet facing the most critical body of men I have ever addressed, except perhaps the G.M.s at a Railway Board meeting.

"I was confident at the time I agreed to talk to you tonight that I had something of interest to say about the railways of India in that last year, but I fear that *The Railway Gazette* has taken the wind out of my sails by publishing as recently as last month a brilliant summary\* of the Administration Report of the Railway Board for 1947-48. That article tells the story of that difficult year for railways far better than I can.

"I also had hopes of commenting on what could be done for the railways, but again *The Railway Gazette* forestalls me by two articles† recently on the report of the Indian Railway Enquiry Committee of 1947. I am therefore reduced to giving you a few of my own impressions.

"When Viscount Mountbatten came to India and set about the speeding up of 'Independence Day,' I was one of a limited number who welcomed the process. Now, in the light of the tragic events which followed partition, I wish the process had taken—as originally planned

—until 1948. I have no desire to utter any words of criticism of policy, or on the effectiveness of the final plans. I speak solely of the aftermath as it affected railways, and me in particular, in the last of about 30 years spent in the service of a great country and a great people.

"The burden borne by the railways of India during the war was very heavy, as most of you know, and the way in which railwaymen responded is one of the brightest pages in the history of India's great contribution to victory. It is indeed a matter for regret that they had no-one to record this page in such a publication as 'It can now be revealed' of the British Railways.

"The burden was not less in the years which followed the declarations of peace. In point of fact it was heavier, on account of the run-down condition of tracks and rolling stock and tired workers. Stout efforts were made to rehabilitate, but the shortage of materials of all kinds made the efforts appear feeble in relation to the tasks. Industry and commerce were reviving rapidly and passenger and goods traffic was as heavy, almost, as in the days of war. Labour was not only tired and dissatisfied, but alas, the menace of Communism was dominating the Unions.

"In spite of the difficulties, the railways were forging ahead with plans for big improvements and development in all directions. New lines, better conditions of travel for all classes, improved train services, road-cum-rail services, better goods facilities, new rational traffic rates, 11 ft. 8 in. wide stock, more air-conditioned stock, and pressure ventilation for suburban services, to mention only a few.

"The Pay Commission and Adjudication and the Indian Railways Enquiry Committee had their work well in hand, and everyone was hopeful of a happy solution to labour's dissatisfaction.

"Such were the conditions when it was decided to speed up 'I.D.' (Independence Day). For the already hard-worked staff this speeding-up was the signal for the creation of numerous committees and sub-committees, which poured out a flood of questionnaires requiring all sorts of information and data. Everyone worked at fever pitch for weeks, and there was a sense of relief, I think, when the staff in the Secretariat tore off the last page of Viscount Mountbatten's famous calendar, in which time was measured by the number of days to go to August 15, 1947. It was a great day for India, and throughout the land it was celebrated with joy.

"All seemed set fair for the New Dominions, but alas, the storm was brewing in the Punjab, and within a few weeks it burst with hideous ferocity. For the railways in the affected area it created problems unprecedented in their complexity, and, for a short time, traffic came to a standstill. Food supplies ran short and traffic congestion became acute.

"It was difficult to see where it would all end, but gradually confidence was restored in a measure, and things began to move again, but the ordeal and its aftermath left a legacy of problems and difficulties.

"The problem of interchange of operating staff became very difficult. For India the loss of so many thousands of Muslim engine crews, mechanics, and fitters, affected several of the big railways very seriously. Steps were, of course, taken at once to recruit and train new hands, but lack of experience was apparent for a very long time.

"The unrest, and 'go-slow' attitude of the staff was now a graver problem than ever, and the go-slow policy of workshop staff was seriously affecting the out-turn of

\* Published in our issue of April 15, 1949

† Published in our issues of March 25 and April 1, 1949

locos, carriages and wagons, which had fallen as low as 65 per cent. of pre-war figures in spite of an even bigger percentage increase in numbers employed. There was little doubt in my mind that this dissatisfaction was due to the influence of the communist element, who made capital out of the disappointment over the Pay Commission's awards, which were not only disappointing in many cases, but were also complicated and difficult to apply to many categories of employees. It is gratifying to note that considerable revision of the awards has been made within the past six months. It is also of interest to note the strong action which was taken by the Government of India recently in arresting the communists when the railways were again threatened with a strike. Result: no strike.

"In the Department of Operation, wagon turn-round had fallen away very badly and yard statistics were very poor. A serious effort was made to improve matters, and, while no spectacular improvement could be expected, there were signs of improvement within six months.

"Loco performance was another headache, for which there was no specific remedy in face of such adverse factors as inferior coal, lack of spares, inexperienced crews and the high average age of the locos in use. The main solutions to the problem were obvious, and steps were taken accordingly: better coal, more spares and new locos, the supplies of which must now be making the situation much easier.

"Still another big factor operated against the railways in their struggle towards recovery. Since 1946 it had become apparent that the trend of traffic had changed—broadly speaking—from north and south to east and west. This threw a heavy and, at times, impossible load on branch lines, which they were never built to carry. Then coal, much of which had moved by sea, was now entirely carried by rail. Again, a very large part of the traffic coming to Karachi was now diverted to Bombay, and, worse still, was the tremendous traffic in food grains both indigenous and imported. Plans had been made to cope with the change in trend of traffic, but obviously such plans could not be carried out in weeks or months.

"Then came anxiety over Hyderabad, and grave possibilities had to be faced and plans made to deal with them.

"All this time the steady loss of experienced officers and supervisory staff continued. I refer to both Secretary of State's and Governor-General-in-Council's officers and hundreds of Anglo-Indians, who unfortunately, I think, felt it was time they found a new habitat. There is little doubt that the conditions of living and of service had changed considerably for these categories. The cost of living was steadily mounting, and for both officers and subordinates the scales of pay were inadequate for their way of life. In this connection, it is of particular interest to refer to a reply made in the Assembly on March 22 by the late Honourable Member for Railways, to the demand of certain members that Government salaries be limited to Rs. 500 per mensem. He said that a salary of Rs. 500 pre-war would require to be Rs. 2,000 today.

"These then were the conditions in brief under which the railways were operating last year. They were hard; they were grim, almost overpowering in adversities. But those fine machines, the railway systems of India, did not break down. It says much for the century of work which had gone into the building up of such sound organisations, and for the spirit and teamwork

which many of you helped to create and to foster over a considerable fraction of that century's effort. We were proud of our respective railways while serving, and I hope we shall always have reason to be proud of them in the years to come.

"And now I would like to propose a toast, 'The Indian and Pakistan State Railways.' Long may they flourish and prosper."

### C. C. Wakefield & Co. Ltd. Jubilee

On Tuesday, May 31, the directors of C. C. Wakefield & Co. Ltd. held a cocktail party at Claridges Hotel, London, W.1, to celebrate the Jubilee of the Wakefield Company; Mr. Leslie Farrow, Chairman of the company, presided, and representatives of the company's branches overseas travelled over 100,000 miles to be present at the celebrations, which included the opening of a new £1,000,000 oil plant near Liverpool. Some 2,000 employees of the Castrol Oil Company each received an electric clock as a gift to mark the Jubilee. The company has recently published a book entitled "Fifty Years of Progress in Scientific Lubrication," which deals with the history of the company.

When Charles Cheers Wakefield launched the Wakefield Oil Company half a century ago, he was already a man of forty. He established his office staff of three in three small rooms in Cannon Street, London, and, with five travellers, orders soon began to come in.

During the first few years sales were confined mainly to railway oils, although a lubricant for the new "horseless carriage" was included among the company's subsidiary products. Charles Wakefield, in 1909, placed on the market a new type of motor oil, which he called Castrol.

In the first world war Castrol was one of the principal lubricants of the Allied Air Forces. With the end of the war and the advent of mass car production, motor oil sales increased rapidly. Wakefield's company endeavoured to find a single lubricant which would be acceptable for the majority of cars. The problem was solved in 1920 when the Castrol XL was introduced—the letters XL being symbolic of the word "Excelsior."

Charles Wakefield's own advancement matched that of his firm. He was elected a Sheriff of the City of London in 1907, and was knighted and became a City Alderman in the next year. Lord Mayor of London in 1915-16, he received a baronetcy at the end of his term of office. In 1930 he was raised to the peerage as Lord Wakefield of Hythe, and four years later became the first member of the motor trade to be created a Viscount. From 1919 onwards he and his company were inseparably linked with those great record-breaking attempts on land, sea and in the air which did so much to enhance the prestige of British engineering.

In 1941, Lord Wakefield died, aged 81, leaving no heir either to his titles or to the control of his company. During the years he had guided its destinies, the tiny business with its staff of nine had become the largest British lubricating oil company with branches in all the major countries of the world. The re-launching of this great organisation as a public company which up to then had been a purely private concern, was a task involving many millions of pounds, but this was successfully completed in 1943. Today control is vested in the directors, most of whom started with Castrol as boys.

### Associated Electrical Industries Limited

The annual general meeting of Associated Electrical Industries Limited was held in London on June 1, when the Rt. Hon. Oliver Lyttelton, D.S.O., M.C., M.P., Chairman, moving the adoption of the report and accounts, said that the volume of production in 1948 was higher by about 18 per cent. than that of 1947. This was the more significant because the 1947 output was some 10 per cent. higher than that of 1946.

The net profit, after deducting £2,886,000 for taxation, was slightly over £2,500,000, out of which £564,000 was carried forward or added to reserve in their subsidiary companies, leaving just under £2,000,000 for appropriation by the parent company. From this they had placed £1,024,000 to general reserve, making that reserve £4,500,000, and £314,000 to other reserves.

The Government, which had not shared in the risks, had made nearly five times as much money out of the company as had the stockholders. Taxation at these rates would retard, and, ultimately, prevent our industries from being kept up to date. The increase in the profits made by the company had been due in the main to a bold policy of expansion undertaken since the war.

The recapitalisation and reorganisation of the Edison Swan Electric Company, which included the absorption of Edison Swan Cables Limited and the Cosmos Manufacturing Co. Ltd., recently had been completed. This year, also, the Edison Swan Company would absorb Harcourts Limited. He would include under the general heading of regrouping and consolidation, another activity, namely, the establishment of the new factory at Motherwell under the management of the Metropolitan-Vickers Electrical Co. Ltd.

Their company had approximately 50 per cent. holding in the Australian General Electric Proprietary, which could again report a very good year. Last year, he had announced that A.E.I. had bought a substantial holding in the Vanderbijl Engineering Corporation in South Africa, and had also bought the long-established business of L. H. Marthinussen. During the year an opportunity had occurred of acquiring, together with the Anglo-American Corporation, what amounted to a controlling interest in the First Electric Corporation. They and the Anglo-American intended to develop this business in conjunction with L. H. Marthinussen. Their investment in Vector gave them an interest in an engineering plant on which they could draw for mechanical parts.

At the end of 1948 their order book again surpassed all previous records. It was nearly 15 per cent. higher than at the end of 1947, and it was worth mentioning also that they had continued to receive orders in 1949 at the same high rate.

The contracts executed by the group covered a wide range, and he would mention as of special interest the Kingston-on-Thames power station. The turbo-generators in this station were supplied by the B.T.H. company and the main switchgear by Ferguson Pailin. Metropolitan-Vickers had dispatched to Littlebrook, Kent, the first hydrogen-cooled generator built in this country. They had continued to book orders for generating plant at home and were fully maintaining their position in this field.

In the export market, he would particularly mention two large sets of generating plant for New South Wales, four sets for Uganda, two for the Western Australian



Government, and new orders for mining machinery valued at approximately £1,000,000 for the Orange Free State. Associated Electrical Industries Limited and the General Electric Co. Ltd. had formed a new company called Glass Bulbs Limited, with a capital of £1,000,000. Buildings were being erected at Harworth in Yorkshire.

Between the extremes of light and heavy production their company had continued to maintain a leading position in the manufacture of gas turbines and transformers and switchgear. The A.E.I. research station at Aldermaston, which was engaged on fundamental research, including research into nuclear physics, was now well established. This station was in a position to make a notable contribution to scientific knowledge, and would enable the company to maintain its leading position in this field of research.

Again he could report a year of great activity and progress in the research departments at Trafford Park and Rugby. The amount expended on research exceeded £1,000,000 a year and did not include any grant given to them by the Government.

## Staff & Labour Matters

### N.U.R. Wage Claim

Negotiations on the wage claim of the National Union of Railwaymen were resumed on Friday afternoon, June 3, when representatives of the Railway Executive met representatives of the N.U.R., R.C.A., A.S.L.E. & F. and the employees' side of the Railway Shopmen's National Council.

The present claim, for a flat-rate increase of 10s. a week for all salaried and wages grades and for time-and-a-quarter payment for all time worked between 12 noon and 12 midnight on Saturdays, was first submitted by the N.U.R. on May 2. Prior to last Friday's meeting the N.U.R. was the only union with which negotiations had taken place in regard to the application, but as the other railway unions are parties to the National Agreements it has been thought fitting to bring them into the present discussions.

At the meeting on June 3 certain proposals were made by the Railway Executive to increase the lower rates of pay, and an indication was given of improvements in other conditions of service. The meeting was adjourned until 2.30 p.m. on Thursday, June 9, in order to give the unions an opportunity of considering the proposals.

The "go slow" policy which has been adopted at certain depots because the men are dissatisfied with the progress of the wage negotiations spread to a number of other depots during last week. The following are the places concerned:—

Region	Depot
London Midland	Sheffield, Wicker Goods
	City
	Queen's Road
Southern	Rochester (Masboro')
	Manchester London Road
	Bricklayers' Arms Empties Shed
	Woolwich Goods
	Southwark Depot
Western	Nine Elms
	Bristol, Temple Meads
Eastern	Liverpool Street Parcels
	Royal Mint Street

The N.U.R. has appealed to its members concerned to resume normal working, in view of the fact that negotiations have already been resumed between the Railway Executive and the unions. As a result Liverpool Street Parcels, Royal Mint Street, Manchester London Road, South-

wark and Bristol Temple Meads have all resumed normal work.

### Lodging Turns Dispute

Strenuous efforts were made towards the end of last week to avert a repetition of the difficulties experienced on the three previous Sundays in the North Eastern and Eastern Regions of British Railways owing to the refusal of the locomotive men to work on Sundays in protest against the re-introduction of lodging turns on long-distance trains. It was realised that, unless the men were persuaded to change their attitude, serious dislocation of Whitsuntide holiday traffic would result, and it was in the public interest to avoid this if at all possible.

Following the intimation from the N.U.R. to the Railway Executive that "it regretted its inability to take any further action at this juncture," to which reference was made in our last issue, the under-mentioned letter was sent by the Ministry of Labour to the N.U.R.:—

"The Minister's attention has been drawn to a report in the press that, following the talks which your Executive had with the Railway Executive regarding the Sunday strikes in the North Eastern Region, a statement was made on behalf of your Executive regretting its inability to take further action.

"The Minister finds it difficult to believe the accuracy of this report in face of the serious dislocation of railway traffic and the serious inconvenience which is caused to the travelling public by the Sunday strikes.

"He has accordingly asked me to invite your Executive to inform him of the steps they are taking to ensure that there will be no continuance of this form of unofficial action."

This letter led to a midnight conference which lasted until the early hours of Thursday, June 2, between the President and General Secretary of the N.U.R. and Sir Robert Gould, Chief Industrial Commissioner at the Ministry of Labour.

The outcome of these discussions was a hastily called meeting at York on Friday, June 3, of representatives of the appropriate local departmental committees, union branch secretaries concerned, and headquarters representatives of the N.U.R. and A.S.L.E. & F. At this meeting, which lasted most of the day, the union officials endeavoured to persuade the men to cease taking part in unofficial Sunday strikes and to resume normal working. Their efforts were unavailing and on Friday evening the Railway Executive made the following announcement:—

"The Railway Executive has learned with deep regret the result of the meeting today at York which the N.U.R. and A.S.L.E. & F. have held with the men's local representatives. The Executive understands that at the meeting the following resolution was passed: 'In the event of the Railway Executive agreeing to revert to the *status quo* operating prior to May 23, 1949, we agree to recommend to the Central Strike Committee the cessation of Sunday stoppages.'

"This would mean the withdrawal of the improved express services introduced for the summer, and the Railway Executive states that to do this would be to subordinate the interests of the public to the dictates of an unofficial body having no status in the agreed machinery of railway negotiation. The Railway Executive had already offered to consider the whole question of lodging turns with the unions concerned.

"In the opinion of the Railway Execu-

tive this is a clear case of the motive power staff in parts of the North Eastern and Eastern Regions ignoring their own leaders, thereby breaking down the negotiating machinery which has been built up so patiently over many years, and of which railwaymen have been justly proud. It also endangers all negotiations between management and trade unions, since it is useless to sit down discussing rates of pay and conditions of service unless agreements so arrived at are honoured. The Railway Executive considers it clearly must rest with the railway management to decide the most efficient and economical manner in which the train services shall be arranged for the public good, and these stoppages of work by irresponsible members of the railway staff can in no way deflect the Railway Executive from discharging its obligations.

"These unofficial withdrawals of labour and consequent disorganisation of the train services have not only caused grave inconvenience to the travelling public, but also have resulted in the diversion of traffic from the railways, entailing a serious loss of revenue which can only impair the prospects of consideration being given to improved conditions of service for the staff.

"It has also to be remembered that a large number of railwaymen and women who have reported for duty have in many cases been unable, because of the stoppages of work by the motive power staff, to carry out their work owing to the trains not running. It should be understood that this cannot be continued.

"British railwaymen have a fine tradition and a splendid record, and it would be a tragedy for this now to be gravely imperilled. The Railway Executive, therefore, earnestly appeals to all the men concerned to report for duty on Sunday next, and so to avoid disappointment to thousands of their fellow citizens in the first summer holiday of the year, and avoid delay and disturbance to the movement of essential commodities."

### N.U.R. Appeals to Men

The N.U.R. made another appeal to the men on Saturday morning, June 4, in the hope that they would change their attitude, but at a special delegate meeting of footplate men held at York on Saturday the decision to strike on Sundays was reaffirmed.

As a result of this decision train services were considerably disorganised on the East Coast route and in the Eastern and North Eastern Regions on Whitsunday. The withdrawal of labour spread to several depots which had not participated in the dispute on the previous Sundays, and as a result there was serious interference with the Whitsuntide holiday traffic.

An indication that the dispute is not likely to be confined to depots on the former L.N.E.R. was given on Sunday, when at a meeting of locomotive men at Old Oak Common, Western Region, it was decided to support the Kings Cross men and to come out on strike next Sunday. There are some 800 locomotive men concerned at Old Oak Common.

The Executive Committees of the N.U.R. and A.S.L.E. & F. met in London on June 7 to consider what further steps could be taken to end the deadlock. On Wednesday, Mr. W. T. Potter, President of the N.U.R., and Mr. J. B. Figgins, General Secretary, together with leaders of the A.S.L.E. & F., attended at the Ministry of Labour to discuss the position. The N.U.R. representatives travelled

to London specially from the Labour Party Conference which is being held at Blackpool in order to be present at the meeting of their Executive Committee. Subsequently union representatives had further discussions with the Railway Executive.

## Notes and News

**Scottish Region Gardens Contest.**—Over 340 stations have entered for the British Railways, Scottish Region, best-kept station garden competition for 1949. Throughout Scotland, station staffs are now busy putting the finishing touches to their preparatory work, and in the near future floral displays will be in evidence.

**Hunslet Locomotives for Indian Railway.**—The Hunslet Engine Co. Ltd., Leeds, has received an order for two 2-8-4 side-tank locomotives for the 2 ft. 6 in. gauge Dholpur State Railway, India. The cylinders of the locomotives are to be 12 in. by 18 in., the wheels 33 in. dia., the boiler pressure 175 lb. per sq. in., and the estimated weight 36 tons in working order.

**Mullard Valve Display at Glasgow.**—Owing to the rapid expansion in the use of electronics in industry the firm of Mullard Electronic Products Limited has taken a permanent stand at the Engineering Centre in Glasgow. This centre offers engineering companies a permanent site where the latest engineering developments may be displayed. This is the first time that Mullard has had a permanent stand at the centre and future displays may be amplified by a series of lectures on the applications of valves.

**Havana Terminal Railroad Company Debentures.**—The trustees for the holders of the Havana Terminal Railroad Company debentures and debenture stock announce that they have been advised by the board of directors of the Terminal Company that the United Railways of the Havana & Regla Warehouses Limited has refused payment of the instalments of rental due in the month of May, out of which the service of the debentures and debenture stock in respect of the current half-year would normally be provided. The trustees are informed that the Terminal Company has in hand only a sum of about \$12,000. It is not therefore in a position itself to pay the service now due. It has accordingly informed the trustees that it intends to seek the sanction of the holders to a moratorium in respect of both interest and sinking fund payments. This matter is having consideration and a further announcement will be made in due course.

**Beira Railway Liquidation.**—Shareholders of the Beira Railway Company at an extraordinary general meeting on May 31 unanimously approved a resolution for the voluntary liquidation of the company, and the appointment of Mr. R. Adams and Mr. J. R. M. Valentine as liquidators. Mr. A. E. Hadley, the Chairman, who presided, said that they had sold the railways; they had even sold their investments, and nothing remained to them but the balance of their revenue still unpaid, a very large amount of cash, and a very small amount of office furniture. They had paid their debenture stock interest up to June 30 next and had provided the debenture stock trustees with funds to pay off the capital of the stock—£1,679,726—on the due date, July 1 next. As to how soon the first distribution in liquidation would be made, the liquidators had

authorised him to say they would make a payment of £2 per share as soon as possible.

**Foreman Required.**—A foreman, under 45 years of age, is required for wagon and steel car erecting shops in a rolling stock works in South Yorkshire. See Official Notices on page 655.

**London Transport Executive.**—Vacancies exist for temporary general technical assistants, and temporary engineering assistants in the drawing office of the Civil Engineer (Maintenance), London Transport Executive. See Official Notices on page 655.

**Draughtsman (Civil Engineering) Required.**—Applications are invited from qualified candidates for the post of draughtsman (civil engineering) required by the Nigerian Government Railway, for one tour of 18 to 24 months in the first instance. See Official Notices on page 655.

**Weather Forecasts in North Eastern Region.**—As from June 3 the North Eastern Region of British Railways has introduced a new feature to help holiday travellers. At Newcastle and York stations there will be exhibited each weekend until the end of September special forecasts of the weather that may be expected at the many resorts served by these stations. These forecasts have been arranged in collaboration with the Meteorological Office and they will be displayed on special boards at each station.

**Another Steel Output Record.**—The annual rate of steel production for May was 16,409,000 tons as compared with the previous best annual rate of 16,269,000 tons reached in March this year. Steel production in May last year, which was affected by holidays, was 15,220,000 tons. Pig-iron output for May was at an annual rate of 9,700,000 tons as compared with 9,552,000 tons a year ago. Despite the record levels of output achieved last year, the production each month so far in 1949 has been considerably higher than the corresponding month a year ago. Although iron and steel production is running at such high rates, stocks of pig-iron and scrap have been increasing, and are appreciably greater than at the beginning of the year.

**Cromptonian Association.**—There were 250 members and guests at the annual dinner of the Cromptonian Association, held at the Café Royal, Regent Street, London, on May 27. The toast of the Association was proposed by Sir Gilmour Jenkins, Permanent Secretary to the Ministry of Transport, and the President of the Association, the Earl of Mount Edgumbe, replied. Mr. S. W. Melsom, M.I.E.E., Fellow of the American Institution of Electrical Engineers, proposed the toast of the guests, recalling his early association with Colonel R. E. B. Crompton and giving some interesting facts about the use of the first field telephone which was accredited to Colonel Crompton during the Boer war. Dr. H. J. Gough, President of the Institution of Mechanical Engineers, replied on behalf of the guests, expressing the hope that the Crompton Parkinson organisation would continue to maintain its family atmosphere. Other speakers were Lieut.-Colonel C. Hardie, D.S.O., and Mr. J. Harwood Fryer, Joint Managing Director of Crompton Parkinson Limited. Among those present were Mr. T. G. N. Haldane, President of the Institution of Electrical Engineers, Major-General A. D. Campbell, Engineer-in-Chief, The War Office, Major-General

G. N. Russell, Chairman of the Road Transport Executive, Sir William V. Wood, Member, British Transport Commission, Sir Ernest Lemon, Ministry of Supply, Mr. C. K. Bird, Chief Regional Officer, Eastern Region, British Railways, Mr. C. M. Cock, Chief Electrical Engineer, Railway Executive, Mr. G. F. Sinclair, Chief Technical Planning & Supplies Officer, London Transport Executive, and Mr. R. C. Bond, Chief Officer (Locomotive Construction & Maintenance), Railway Executive.

**Mullard Vibration Apparatus.**—The firm of Mullard Electronic Products Limited is forming a new department at Aboyne Road, Tooting, London, S.W.17, for handling vibration equipment for diagnosis and measurement purposes. This department will be mainly technical in character and will give advice to prospective users on methods of using this technique. The marketing of vibration apparatus, which includes specialised equipment developed by de Havilland Propellers Limited, also will be carried out.

**Sir Rowland Hill's Silver for the G.P.O.**—A collection of silver presented at different times to Sir Rowland Hill, founder of penny postage, has been installed in a permanent display case in the wall of the public counter at the London Chief Office of the G.P.O. The display was inaugurated by Sir George Aylwen, Lord Mayor of London, at a formal ceremony on June 2, when Mr. Wilfred Paling, P.M.G., was among those present. The silver, which has been given to the G.P.O. by Colonel H. W. Hill and Major Rowland Hill, grandsons of Sir Rowland Hill, consists of a candlestick presented to Sir Rowland Hill by the citizens of Wolverhampton in 1839, a salver given by Liverpool in 1841, two champagne coolers given by Glasgow in 1841, a silver gilt casket from the City of London in 1879, and two covered dishes.

**London Transport Rail-Coach Facilities.**—Important new Green Line facilities on 24 coach routes are announced by London Transport and will take effect from June 11. From that date, there will be cheap day fares from and to London on every day of the week, including Saturdays, Sundays, and Bank Holidays, the only time restriction being that in the case of travellers coming to London the tickets will be issued on coaches arriving in London after 10.30 a.m. on Mondays to Fridays. An additional new facility is that after 4 p.m. the same day on Saturdays, Sundays, and Bank Holidays passengers who have travelled from London to the country by coach, may return to London by rail without extra charge. Coach return tickets must be exchanged for railway tickets from the station nearest to the point to which the coach ticket was issued. This decision affects 643 miles of Green Line coach routes.

**P.W.I. Summer Convention.**—The summer convention of the Permanent Way Institution is being held in Dublin from June 17 to 21. The general meeting is convened for June 21, at the Mansion House, Dublin, under the Chairmanship of the President, Mr. J. Taylor Thompson, Civil Engineer, North Eastern Region, British Railways, and the formal business will be followed by a paper on "Differences between British and Irish Permanent Way," by Mr. A. M. Plumer, Chairman of the Irish Section. The annual summer dinner will be held the same evening, at Mosney Holiday Village,

## OFFICIAL NOTICES

None of the vacancies on this page relates to a man between the ages of 18 and 50, inclusive, or a woman between the ages of 18 and 40, inclusive, unless he, or she, is excepted from the provisions of the Control of Employment Order, 1947, or the vacancy is for employment excepted from the provisions of that Order.

**THE ABC RAILWAY GUIDE** of London requires an experienced Advertisement Office Manager. Knowledge of hoteliers' requirements, ability write good space selling letters and able take responsibility of advertisement "make-up" essential. Only written applications giving full details in confidence of past experience entertained.—**THOMAS SKINNER & CO. (PUBLISHERS) LTD.**, 330, Gresham House, Old Broad Street, London, E.C.2.

**LONDON TRANSPORT EXECUTIVE**—Vacancies exist for Temporary Engineering Assistants in the Drawing Office of the Civil Engineer (Maintenance). Applicants should be experienced in the design and setting out of railway permanent way work, or in the design of steel and concrete bridges and general structural work. Commencing salary would range between £500 and £560 per annum according to qualifications and experience. The successful candidates will be required to pass a medical examination. Applications in own handwriting giving full details of age, training and experience should be sent within 14 days of the appearance of this advertisement to the Staff Officer (F/EV 79), LONDON TRANSPORT EXECUTIVE, 55, Broadway, S.W.1. For acknowledgment, enclose addressed envelope.

**Crown Agents for the Colonies**  
**APPLICATIONS** from qualified candidates are invited for the following post:—

**DRAUGHTSMAN (CIVIL ENGINEERING)** required by Nigerian Government Railway, Capital Works, for one tour of 18 to 24 months in the first instance. Fixed basic salary according to age and experience between £600 and £970 a year, including expatriation pay. Outfit allowance £60. Free passages. Candidates must have had at least five years' experience in drawing office of a Civil Engineering Railway Department for Consulting Engineers or Contractors with practice in railway work. Knowledge of design and construction details of civil engineering structures and railway track work is required, including ability to take off quantities, prepare estimates and draft general specifications. Apply at once by letter, stating age, whether married or single, and full particulars of qualifications and experience, and mentioning this paper, to the CROWN AGENTS FOR THE COLONIES, 4, Millbank, London, S.W.1, quoting M/N/17417 (3D) on both letter and envelope.

**FOREMAN** required for wagon and steel car erecting shops in old established Rolling Stock Works in South Yorkshire. Applicants should be under 45 years of age, and have an all-round experience of this type of work. Must be strict disciplinarian. A knowledge of price fixing is essential. The position offers considerable scope and is superannuable.—Apply Box 361, c/o *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

**LONDON TRANSPORT EXECUTIVE**—Vacancies exist for Temporary General Technical Assistants in the Drawing Office of the Civil Engineer (Maintenance). Applicants should have a knowledge of railway permanent way work or the design of steel and concrete bridges and general structural work. The commencing salary would range up to £420 per annum, according to age, experience and qualifications, with additional payments for certain recognised qualifications. The successful candidates will be required to pass a medical examination. Applications in own handwriting giving full details of age, training and experience should be sent within 14 days of the appearance of this advertisement to the Staff Officer (F/EV 80), LONDON TRANSPORT EXECUTIVE, 55, Broadway, S.W.1. For acknowledgment, enclose addressed envelope.

**THE EVOLUTION OF RAILWAYS.** Second edition, revised and enlarged. By Charles E. Lee. Traces the germ of railways back to Babylonian times. Cloth, 8½ in. by 5½ in., 72 pp. Illustrated, 6s. By post 6s. 4d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

**TRAFFIC CONTROL ON THE L.M.S.R.** Coordination of operating arrangements as a result of grouping.—Central, Divisional, and District Control—Outline of unified methods adopted—Organisation and working—Control telephone circuits—Daily telephonic conferences. Paper, 12 in. by 9 in., 20 pp. Illustrated, 5s. By post 5s. 2d. *The Railway Gazette*, 33, Tothill Street, London, S.W.1.

by permission of Butlins Limited. The varied programme arranged by the Committee of the Irish Section of the Institution for the remaining days includes visits to Inchicore Locomotive Works, C.I.E., the Boyne Viaduct, at Drogheda, Dublin docks and airport, and the turf-fired electricity generating station at Portlanning. The convention concludes with an all-day trip to Belfast. The Lord Mayor of Dublin, Councillor John Breen, will receive members and ladies at the Mansion House on the evening of June 20.

**The "Royal Scot" Non-Stop Run.**—The paragraph in our May 20 issue should be amended to state that only the crew, and not the locomotive, of the "Royal Scot" is changed at Carlisle on the run in both up and down directions.

**Additional Cross-Channel Services.**—During the summer the Southern Region cross-Channel services to the Continent are being augmented, and commenced with a direct service to St. Malo from Southampton as from May 31. To make the most of the existing fleet, the programme cannot be as rigid as the summer train service. Full details are as follows:—

#### SOUTHAMPTON-ST. MALO

Direct Services. Outwards, Tuesdays, May 31—June 21 and Mondays, Wednesdays and Fridays, June 27—September 30, dep. Waterloo 6.40 p.m., arr. St. Malo 7 a.m. Inwards, Wednesdays, June 1—June 22, and Tuesdays, Thursdays, and Saturdays, June 28—August 27, dep. St. Malo 9 p.m. (8 p.m. from August 30), arr. Waterloo 9.55 a.m.

#### DOVER-OSTEND

Daily (including Sundays) June 1—September 13. Outwards, dep. Victoria 3 p.m., arr. Brussels 11.41 p.m. Inwards, dep. Brussels, 7.20 a.m., arr. Victoria 4.23 p.m.

#### SOUTHAMPTON-HAVRE

Additional sailing outwards on Wednesdays, June 8—September 28, dep. Waterloo 9 p.m., arr. Paris 12.05. Inwards, on Thursdays, June 9—September 29, dep. Paris 5.15 p.m., arr. Waterloo 9.02 a.m.

#### NEWHAVEN-DIEPPE

Outwards, Tuesdays, Thursdays, and Saturdays, June 18—October 1, dep. Victoria 8.20 p.m., arr. Paris 5.49 a.m. Inwards, Mondays, Wednesdays and Fridays, June 17—September 30, dep. Paris 9.45 p.m., arr. Victoria 7.35 a.m.

#### FOLKESTONE-BOULOGNE

Daily (including Sundays), June 23—October 1. Outwards, dep. Victoria 8 a.m., arr. Paris 4 p.m. Inwards, dep. Paris 2 p.m., arr. Victoria 10 p.m.

**Refinery at Southampton.**—Work has begun at Fawley, Southampton, on an oil refinery which is to cost £37½ million, and which will have an annual output of 5,000,000 tons. It will take three years to build. The plant, which is being built by

the Anglo-American Oil Co. Ltd., will substantially reduce dollar expenditure for petroleum products. Important savings will result from greatly increased shipments of crude petroleum from the Middle East for refining at Fawley, which will be the largest oil refinery in Europe, instead of importing more costly refined products. The plant will manufacture petrol, paraffin, gas, and diesel oils, heavy residual fuel oils, asphalts, and smaller quantities of special products.

**St. Christopher's Orphanage (Derby).**—The annual meeting and distribution of prizes will be held at the Railway Orphanage, St. Christopher's, Derby, on June 22. Mr. Gordon B. Robotham will preside, and Colonel Sir Eric Gore Brown will distribute the prizes.

**Glasgow-Isle of Man Air Service.**—A new air service from Glasgow to Douglas, Isle of Man, was inaugurated on June 1, by Scottish Airlines, in association with B.E.A. Regular daily services are operated in passenger Douglas airliners from Prestwick Airport. The monthly return fare is £5 11s. A special day return fare of £4 applies to Tuesdays, Wednesdays, and Thursdays.

**Ulster Transport Authority.**—The receipts of the Ulster Transport Authority for the week ended May 15 were as follows:—

		Inc. or decr.
Passenger	£69,170	+£2,636
Goods	£35,636	-£5,343

The aggregate for the 32 weeks to date showed an increase of £353,841 for receipts for the equivalent period of last year.

**Norwegian Accident.**—Three railwaymen were killed and two seriously injured on May 19 when a train from Lillestrom to Oslo collided head on with a locomotive. The three killed were the driver and two conductors of the train, and the two seriously injured were conductors travelling as passengers. Many passengers were treated on the spot for minor injuries and it was estimated that every passenger received some slight injury.

**Stratford (Eastern Region) Announcing Installation.**—A loudspeaker station announcing system recently installed at Stratford Station, Eastern Region of British Railways, came into use

on June 9. The installation enables train and other announcements to be made to all parts of the station and two full-time announcers are on duty from 6.0 a.m. to 10.0 p.m. each weekday. During the summer months this equipment will be used also from 8.0 a.m. to 1.0 p.m. on Sundays.

**International Railway Congress Association.**—The enlarged meeting of the Permanent Commission, attended by 240 delegates from 44 countries, opened at Lisbon on June 1. The opening speech was delivered by Marshal Carmona, President of the Portuguese Republic.

**Institution of Railway Signal Engineers.**—The Council of the Institution of Railway Signal Engineers announces that it proposes to hold another examination for entry to Associate Membership or Graduateship early in October next, if sufficient candidates present themselves as to justify such a course.

**Hunslet Locomotives for the Sudan.**—The Hunslet Engine Co. Ltd., Leeds, is building ten 0-6-0T steam shunting locomotives for 3 ft. 6 in. gauge lines on the Sudan Government Railways. This is a repeat order of engines built in 1940, with outside cylinders 14 in. by 20 in., 39½-in. wheels, 180 lb. boiler pressure, and a weight of 37.3 tons loaded.

**Railway Students' Association.**—On Saturday, June 4, members of the Railway Students' Association, London School of Economics & Political Science, visited the London Transport Executive Central Line Western Extension. The party was conducted by Mr. W. J. Roberts, Assistant District Traffic Superintendent, Central Line. During the journey to Ruislip favourable comment was passed on the smooth riding of the train over the 300-ft. welded lengths of track. The new master signal cabin at West Ruislip, with a strip colour-light diagram covering the line from the terminus to Ruislip Gardens, and its satellite remotely-controlled cabin at Ruislip Gardens, were inspected first. The signalman in the West Ruislip cabin controls all traffic into and out of the Ruislip car depot and sidings, which occupy the south side of the line from West Ruislip to Ruislip Gardens with access at each end. The party then proceeded to Greenford, where they had the



opportunity of going down into the escalator chamber; this is the only escalator on London Transport that takes passengers from the street up to rail level, which here is 33 ft. above. The visit ended at the new White City Station where the signal cabin again was the main centre of interest. The layout is similar to the West Ruislip cabin, although more complicated by reason of the train describing equipment as well as control of the junctions for the Ealing Broadway spur and the car sidings on the site of the old Wood Lane Station.

**Nitrate Railways.**—The directors announce that, as they cannot yet make a statement on the negotiations for the sale of the railway and because of the delay in completion of accounts for 1948, they propose to postpone the annual general meeting until September. They have recommended an interim dividend of 1½ per cent., the same as for last year. No further payment will be made for 1948.

**Automatic Telephone & Electric Company.**—The profit of the Automatic Telephone & Electric Co. Ltd. in 1948 was £689,384 as against £571,391 for the previous year. Depreciation took £85,091, research and contingencies £30,275, while taxation absorbed £392,645, as compared with £444,453 for 1947. Total payments on the ordinary and deferred shares were maintained at 10 per cent. and the bonuses were repeated at 2½ per cent. An amount of £258,153 is carried forward.

**New London Transport Garage Layout.**—London Transport Executive engineers have evolved a basic garage design, which has been approved in principle as the standard for several new garages to be built when conditions permit. Although the proposals made are intended to meet a particular need based on a known requirement, they incorporate certain novel and labour-saving features. One particular innovation, so far as London Transport garages are concerned, is the planning of the dock as a separate enclosed unit, thus allowing warm working conditions to be maintained in winter. The plan provides for three main buildings: the traffic offices and canteen block, placed on the main-road frontage; a covered bus-parking area at the rear of the site; between them, the dock. A private road between the office block and the dock serves as a terminal road for turning buses without their having to enter the parking area, allows vehicles to enter the dock direct from the street and, at the same time, provides light and air to the offices, canteen and workshops.

### Forthcoming Meetings

- June 11 (Sat.).—Electric Railway Society. Visit to L.M.R. repair sheds at Stonebridge Park, Wembley.
- June 15 (Wed.).—Railway Students' Association, London School of Economics and Political Science. Visit to Printing Works, Stratford, Eastern Region, at 2 p.m.
- June 17 (Fri.).—Railway Club, 57, Fetter Lane, London, E.C.4, at 7 p.m. "Tunnel Construction," by Mr. Rolt Hammond.
- June 17 (Fri.) to June 22 (Wed.).—Permanent Way Institution, Summer Convention at Dublin.
- June 22 (Wed.).—Road Haulage Association. Annual Luncheon, at Grosvenor House, Park Lane, London, W.1. Principal guest: Sir Cyril Hurcomb, Chairman, British Transport Commission.

## Railway Stock Market

Stock markets have continued to lose ground with the exception of South African gold mining shares. Investors have been showing extreme caution. There is a growing opinion in the U.S.A. and on the Continent that devaluation of sterling is inevitable this year if there is not to be a setback in international trade. The falling trend of prices in the United States makes it even more difficult to increase British and other exports to dollar countries. British funds have moved back sharply and buyers are holding off for the time being. Selling was not heavy. Consols 2½ per cents and Treasury 2½ per cents have declined by fully £1 on balance and declines in the nationalisation stocks have been around 10s. British Gas stock was down to par at one time on confirmation that more of this stock is shortly to be issued. Transport (1978-88) was also back to par, though it is now ex the half-yearly interest, buyers re-appearing at this level.

Now that takeover news has been confirmed, Brazil rail stocks have been less active, though there was some speculative interest in Leopoldina 4 per cent. debentures, the view being taken in some quarters that this stock might well receive a payout of £100, as compared with the current market price of £94½. The other debenture stocks carrying large interest arrears have not held best levels, but buyers came in on any reaction, the assumption being that they seem likely to receive par plus full payments for interest arrears. There have been sharp fluctuations in Leopoldina preference stock and payout estimates in this case showed variations ranging from £30 to £50. Some market views are that if the preference receives over £30 the ordinary stock would have little more than £10. Leopoldina Terminal 5 per cent. debentures were in good demand, but, at 110½, have not held best levels. There were sharp fluctuations around 3s. 6d. in Leopoldina Terminal shares.

Great Western of Brazil shares were fairly steady around 140s., though this is well below the payout estimate, while San Paulo has been steadier and is changing hands around 145½. Havana Terminal debentures fell heavily to £40 on the moratorium and United of Havana 1906 debentures were down to 10½. Canadian Pacific at 15½ reflected the setback in dollar stocks. Antofagasta ordinary and preference were 7½ and 54 respectively. Manila preference were 8s. and the "A" debentures 92. Beira bearer shares were 50s. 6d., Nitrate Rails eased to 63s. 9d., and Mexican Railway 6 per cent. debentures were steady at 86½.

Publication of financial results of some road transport companies showing reduced profits affected sentiment in regard to bus and road transport shares. Lower profits, it is feared, would affect takeover valuations in the case of negotiations with British Transport. B.E.T. deferred stock has come back sharply to £1,700, awaiting the annual report and accounts. The B.E.T. group is not entering into voluntary negotiations with British Transport. The question of compulsory takeover would probably turn on the result of the next General Election. West Riding Automobile, which is having preliminary discussions with British Transport, fell back to 79s., and Lancashire Transport, which is also said to be having preliminary talks, were down to 87s. 6d.

Iron and steel shares have moved back with markets generally, while Vickers, reflecting further profit-taking after the bonus news, changed hands below 30s. Shares on the nationalisation list, such as Dorman Long and United Steel, moved further below their takeover levels. There was little selling, and the dominating influence was absence of demand. Among shares of locomotive builders and engineers, Vulcan Foundry were 19s. 6d., North British Locomotive 19s. 4½d., and Gloucester Wagon 48s. 9d., while Beyer Peacock eased to 20s. 3d. Wagon Repairs at 18s. 9d. were also moderately lower on balance.

Traffic Table of Overseas and Foreign Railways

	Railways	Miles open	Week ended	Traffics for week		No. of week	Aggregate traffics to date		
				Total this year	Inc. or dec. compared with 1947-48		Total 1948-49	Increase or decrease	
South & Central America	Antofagasta...	811	29.5.49	£ 58,480	—	£ 160	21	£ 1,443,770	+ 309,160
	Bolivar ...	174	July, 1948	\$28,960	—	\$69,357	30	\$471,287	+ \$301,893
	Brazil ...	...	...	...	...	...	...	...	...
	Cent. Uruguay ...	970	6.11.48	32,712	+	2,978	18	593,105	+ 7,652
	Costa Rica ...	281	Mar., 1949	38,753	+	13,363	39	321,689	+ 29,338
	Dorada ...	70	Apr., 1949	29,741	+	14,541	17	120,311	+ 45,611
	G.W. of Brazil ...	1,083	21.5.49	19,200	+	10,600	20	755,800	+ 1,200
	Inter. Ctl. Amer. ...	794	Apr., 1949	\$1,071,343	—	\$147,117	17	\$4,356,688	+ \$455,995
	La Guaira ...	22½	May., 1949	\$103,455	—	\$12,994	22	\$555,929	+ \$31,948
	Leopoldina ...	1,902	28.5.49	43,288	+	3,684	21	965,094	+ 155,382
	Midland Uruguay ...	319	Sept., 1948	19,608	+	3,123	12	67,355	+ 16,721
	Nitrate ...	382	31.5.49	20,048	+	9,908	22	177,875	+ 56,595
	N.W. of Uruguay ...	113	Sept., 1948	5,686	+	1,213	12	16,335	+ 1,989
	Paraguay Cent. ...	274	27.5.49	\$108,952	—	\$7,621	47	\$4,885,535	+ \$1,685,255
	Peru Corp. ...	1,059	Apr., 1949	23,380	+	34,097	43	2,050,151	+ 323,588
	Salvador ...	100	Feb., 1949	\$311,000	+	\$2,000	35	\$1,439,000	+ \$57,400
San Paulo ...	153½	...	...	...	...	...	...	...	...
Taltal ...	156	Apr., 1949	7,915	—	1,755	43	88,255	+ 8,175	
United of Havana ...	1,301	28.5.49	\$240,422	—	\$165,668	47	\$13,287,073	+ \$4,589,815	
Uruguay Northern ...	73	Sept., 1948	1,072	+	52	12	3,308	+ 111	
Canada	Canadian National...	23,473	Mar., 1949	10,359,000	+	696,250	13	28,911,500	+ 2,244,000
	Canadian Pacific ...	17,037	Apr., 1949	7,534,250	+	654,250	17	28,923,750	+ 2,654,000
Various	Barsi Light*	202	Apr., 1949	41,685	+	10,957	4	41,685	+ 10,957
	Beira ...	204	Feb., 1949	104,917	—	6,180	22	589,461	+ 9,141
	Egyptian Delta ...	607	20.4.49	19,724	+	1,639	3	40,234	+ 3,817
	Gold Coast ...	536	Apr., 1949	225,932	+	1,140	5	225,932	+ 1,140
	Manila ...	...	...	...	...	...	...	...	...
	Mid. of W. Australia ...	277	Mar., 1949	30,297	+	5,207	36	260,305	+ 50,832
	Nigeria ...	1,900	Feb., 1949	447,782	+	51,185	44	5,211,547	+ 897,747
	Rhodesia ...	2,445	Sept., 1947	643,980	+	102,833	52	6,787,603	+ 612,938
	South Africa ...	13,347	14.5.49	1,433,936	+	108,509	6	9,141,773	+ 834,395
	Victoria ...	4,774	Feb., 1949	1,484,797	+	54,817	35	—	—

\* Receipts are calculated @ 1s. 6d. to the rupee